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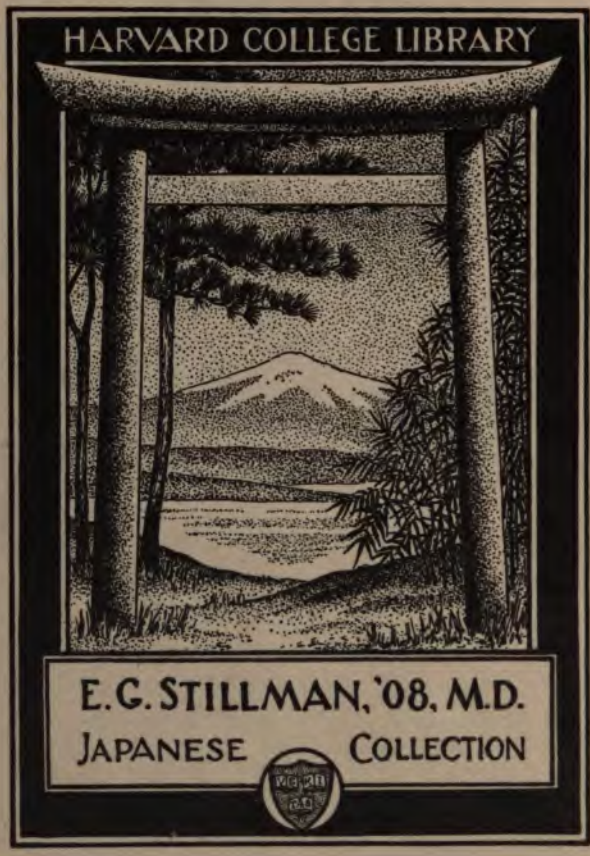

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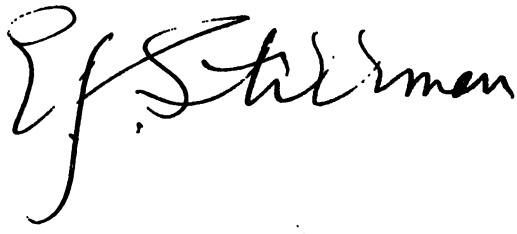

TO NIPPON,

THE LAND OF THE RISING SUN,

BY THE

N. Y. K.

GUIDE BOOK TO JAPAN,

FOR THE USE OF PASSENGERS BY THE NIPPON YUSEN KAISHA

(Japanese Mail Steamship Company),

BY

WILSON LE COUTEUR,

Member of the Japan Society, London.

FIRST EDITION.

Issued by the Nippon Yusen Kaisha

(JAPANESE MAIL LINE).

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PREFACE.

THE following pages contain the narrative of my two months' wanderings in Japan in the best language of which I am capable, and I know of shortcomings in that direction, and must claim your indulgence for any that may be too outrageous, as also for any inaccuracies you may discover. At the same time I would urge, in some extenuation, that I was commissioned to write this account of my experiences at, more or less, *grande vitesse*, being purely a business engagement to be completed as soon as possible. Under these circumstances, I have also been compelled to have frequent recourse to the very admirable writings on Japan of Professor Basil Hall Chamberlain in his "Things Japanese," and his other production, in collaboration with Mr. W B. Mason, known as "Murray's Hand-book for Japan," for my peculations in which I beg they will forgive me.

WILSON LE COUTEUR.

TO NIPPON,

The Land of the Rising Sun.

SAYŎNARA.

SAYŎNARA, good-bye! I have seen many lands and met many peoples in my pilgrimage over this fair planet, but the last jaunt, just ended, to the land of His Imperial Majesty the Mikado of Japan and his gentle, courteous subjects, will remain ineffaceable in my memory as the most interesting and delightful of any yet accomplished, and again I say, sadly, Sayŏnara! If you will read on, I will tell you what I saw, the time it occupied, and what it cost me.

I had long had an intense desire to visit Japan and its wonderful people, and having a few months' leave of absence, and a small cheque to do what I liked with, thought I could not do better than call on the managing agents of the Nippon Yusen Kaisha

(Japanese Mail Steamship Company). Messrs. Burns, Philp and Company. Ltd., in Bridge Street. Sydney. and secure a return ticket to Yokohama in the Nippon Yusen Kaisha steamship "*Futami Maru*," leaving in about a week for the East. I was lucky enough to meet a friend who was also booking for the trip, and we together hurried (by the way, you never hurry in Japan) down to Circular Quay to have a look at the ship and her accommodation. She presented noble proportions in her 375 feet of length as we looked up at her from the Quay, and belied her given tonnage of only 3800 A smart quartermaster assisted us at the gangway and escorted us to the saloon companion, where half-a-dozen ready and (refreshing

First-class Two-Berth Cabin.

feature) courteous stewards vied with each other as to who should conduct us to our cabins, which we inspected and found excellent in every up-to-date detail, each having but two berths, electric light and bells, and swivel ports, the latter a great comfort and vast improvement on the old system. These conditions will be duly appreciated by all those who have gone down to the sea in ships, as well as those who haven't. The cursory inspection we made of the ship impressed us very favorably as to our prospective comfort on our forthcoming trip. The "*Futami Maru*," we found, was built on the Clyde by Napier and Sons, who

N. Y. K. S.S. "KASUGA MARU."

have also constructed her twin sisters, the "*Kasuga Maru*" and "*Yawata Maru*," the three steamers designed for the Australian service, all launched last year, an earnest of their being fitted and completed with all the very latest improvements and inventions in marine architecture required by this exacting age. As we progress on our trip I will refer more in detail to the various excellencies of the vessel.

We were to leave on May the 8th, and as a little warm weather would have to be negotiated *en route*, and for a time after arrival, we proceeded to equip ourselves with light clothing, which, I may here say, we found the benefit of later; at the same time, I

FIRST-CLASS DINING SALOON.

must add that, as you are not journeying to a tropical country, it is well to provide yourself with ordinary warm clothing, for, although my visit was in June, July and August, I felt very grateful on several occasions to my good wife's suggestions that I should pack some winter clothes in my traps. Should you omit your white apparel, however, Chinese tailors in Yokohama will run you up as many suits as you require in twenty-four hours, and although they may not have Poole's or Holle's cut, they will serve you excellently well, for, after all, you are not doing Collins or George Street in this delightful *dolce far niente* land.

A friend of mine, just returned from a three-months' trip, advised me to supply myself with a few credentials and letters of introduction, which I would find of assistance to me in my peregrinations, as the Japanese, though not too exclusive, very properly like to have some voucher for your respectability before admitting you to their intimacy, and are no whit different, in this respect, from their Western brethren. I don't say this is an absolute necessity, but it will facilitate matters for you, and if you elect to travel in the interior at all, the hotel host will furnish you with the customary printed form of introduction (an-nai-jŏ) to the next inn. Passports, also, were, but a few months ago, *de rigueur*, though now the whole of the island has been thrown open to foreigners, and they are no longer necessary.

But I am anticipating, and must get back to our starting point, and find myself bidding good-bye to dear ones who are seeing us off on a lovely morning in May, on board the good ship *Futami*. We started at noon, and after disposing belongings comfortably in our roomy cabins, the gong sounded at 12.30 p.m. for tiffin, and it was at this, our first meal, that I was enabled to "take stock" of my fellow voyagers, and thought I could discern amiability on every countenance, the beautiful saloon and its polished oak appointments and well-furnished tables, with the bright-uniformed and exceptionally attentive stewards, evidently contributing to the general good humor; and if the fare provided was indicative of what was to follow, surely there would be no complaints on the score of the inner man; and I may here dispose of this phase of our voyage, and say that all the meals were replete with everything the most epicurean could desire. I take at random the *menus* of breakfast, tiffin and dinner, and transcribe opposite, leaving it to them to speak eloquently on the subject.

These do not tell of the early morning tea or coffee, flanked by toothsome buttered toast brought round to each individual passenger from five a.m., if he is so matutinal. As a matter of fact, you can get tea at all times, and from a long and *bitter* experience of ship tea, I must pay a tribute to the uniform excellence of that dispensed on the "*Futami*." Dainty little afternoon tea-trays, with tempting confections, are also handed round to the different groups of passengers about the decks, and everything done to anticipate your slightest wish, with a politeness truly charming. Scrupulous cleanliness pervades the whole ship, fore and aft.

We arrived in Brisbane, after a smooth run, at 9.30 a.m. on Wednesday, May the 10th, having averaged 16 knots the whole way, *mal de mer* being an unknown quantity. All hands went

ashore, and spent a pleasant day in the city, visiting the various points of interest, upon which I will not enlarge, as most Australians

Nippon Yusen Kaisha

(Imperial Japanese Mail Steamship Coy.)

MENU.

BREAKFAST.

Oatmeal Porridge.
Fried Lobsters.
Ham and Eggs.
Sausages and Mashed Potatoes.
Stewed Tripe.
Beef Steak and Tomatoes.
Giblet Curry.
Cold Roast Beef.

Cold Smoked Tongue.
Potatoes, Fried and Boiled.
Hot Rolls. Currant Buns.
Waffles.
Jam, Jelly, Marmalade, Syrup.
Fruits, Assorted.

Tea and Coffee.

TIFFIN.

Barley Soup.
Cold Prawns.
Escalopes de Veau aux Tomates.
Pigeon and Ham Pie.
Roast Lamb and Mint Sauce.
Mince Curry.
Lettuce Salad.
Cold Roast Beef.

Cold Corned Beef.
Cold Ham.
Chicken and Smoked Tongue.
Potatoes, Fried and Mashed.
Fruit Pie. Vanilla Ice Cream.
Cheese, Cakes, and Fruits, Assorted.

Tea and Coffee.

DINNER.

Soup.
Consommé à la Princesse.

Fish.
Boiled Fish and Shrimp Sauce.

Entrees.
Vol-au-Vent à la Finançière.
Filet de Bœuf à la Jardinière.

Boiled.
Boiled York Ham aux Croquettes.

Roast.
Roast Turkey and Cranberries.
Roast Beef and Yorkshire Pudding.

Curry.
Mutton Curry.

Vegetables.
Potatoes. Cauliflower.
String Beans.

Pastry
Plum Pudding. "Fruit Island."
Cakes and Fruits Assorted.

Dessert.

Tea and Coffee.

know all about it, though I must say a word about the perfect *electric tram system,* travelling upon which is a luxury. Open

and closed cars are combined, and run as smoothly as upon ice. Its connections reach the remotest parts of this wide-stretching city, and a few pence will frank you from one end of its system to the other. The Botanical Gardens are restful and pleasantly situated along the river bank ; a very complete restaurant is also established in the centre, and is largely patronised by the city business man as a refuge from his worries and the heat in the middle of the day.

We got back to the ship about eleven, and started down the river, through Moreton Bay, for Townsville, at 9.30 next morning, having embarked a few additional passengers from Brisbane for the East. Beautiful weather continued, and when we got inside the Great Barrier Reef the sea was as smooth as the proverbial mill-pond. The latter half of our passage to Cleveland Bay (for Townsville) was through a succession of lovely islands forming the Whitsunday Passage, than which nothing much more beautiful could be seen, rich vegetation covering them from shore to summit, fringed by cool, white sands, on which the little wavelets

First-class Smoking Room.

broke with a lazy regularity, inviting repose and rest from this world's cares. They are mostly uninhabited, though a few fishermen's huts could be made out on some of them.

We steamed up to the anchorage off Magnetic Island on the evening of the 13th, and some of us went ashore to see the

Townsvilleites swarm the principal street for their Saturday night shopping; but we did not linger, and soon got on board again, and enjoyed the breeze blowing from the land in our deck lounges, the yarn-spinners keeping us interested far into the night, which brings me to speak of a prince of *raconteurs* whom we were fortunate enough to number amongst us, and who was going through to Japan—no less a personage than Captain Carpenter, the commander of the historically famous "*Costa Rica Packet*," whom the Dutch authorities will long remember. Briefly, in 1891 they seized his vessel and put him into prison at Ternate, keeping him in durance there for a number of days as a common felon, afterwards transferring him to Macassar gaol, on a trumped up charge of piracy, the piracy consisting of boarding a derelict prow that, from her barnacled condition, had been abandoned many a long day, which he met with near the island of Bouro, in the Malay Archipelago. Nothing was found upon her but a few bottles of a vile spirit known as "arack," a most potent liquor, of which the Malay is very fond; and while the Captain was below at dinner, his crew got hold of this, and, needless to add, they were soon all *hors de combat*. For this alleged piracy, therefore, they incarcerated the Captain for twenty-eight days altogether, and for this little pastime they had to pay the award pronounced by the Czar of Russia, named arbitrator by the powers concerned, of twelve thousand five hundred pounds; or eleven thousand eight hundred pounds, with interest added. This result was not reached until 1897, after a trifle of some four thousand pounds had been spent in cablegrams, the whole machinery of International jurisprudence had been set in motion, and the heads of both the English Cabinet and New South Wales Government had debated the matter *ad nauseum*. But the Captain, who had been approached, at times very influentially, to drop it and save complications, was true grit, and went through with it. To use his own characteristic words, "I wouldn't have dropped it if I had lived to a hundred; and would have left it to my sons and, if need be, my grandsons to carry it on after me."

I may add that the Captain was born a Yankee, but became a naturalised British subject years ago. He stands over six feet, and weighs eighteen stone. It can be readily understood that such a man, who was whaling in a Yankee ship when he was fifteen, would have some stirring tales to tell, and it was only necessary to see and hear him to be quite sure there was no "De Rougemont" element in his narratives. I shall have occasion to introduce him many times in the course of this account, as we are to pass through seas wherein he has often been

an actor. I only wish I could relate his stories in his own vernacular, which was brimful of the dry, quaint humour peculiar to his nation. A certain celebrated writer of to-day owes much of the success of his stories of island life to the genial Captain's inspiration.

We hove up on Sunday morning, the 14th, and the same beautiful weather followed us through to Thursday Island. White clothing was now worn, old Sol being much too attentive. We passed through the intricacies of the famous Torres Straits with the able assistance of my old friend, Jack Rossiter, the pilot, steaming close to the several lightships *en route*, throwing bundles of newspapers into the sea as we passed, which the lightkeepers eagerly picked up in their boats, not much damaged by the immersion, to devour the news from the outer world of men, from whom they are cut off by miles of coral reef and sometimes terrific seas, as witness the last cyclone that swept over these Straits a few months ago, sending hundreds of pearl fishers to their doom. We saw evidences of the fearful strength of the storm in the piled-up luggers on the shores of several of the islands.

We reached the narrow and beautiful Albany Pass on the eve of our arrival at Thursday Island, and blew the customary blasts from our Syren whistle, which woke the echoes, and were repeated, from cliff to cliff as distinctly as the original, dying away in the distant hills to the faintest of moans.

Arriving at the Island next morning, we found we were to be delayed a few hours owing to both sides of the loading hulk being occupied by a British man-of-war and a China steamer respectively. This gave us a day ashore, and all the passengers profited by it to explore the place and visit the town, populated by people of many nations—the Japanese, Malays, Javanese and other Easterners forming the crews of the numerous pearling schooners in the neighboring pearl fisheries making up the largest proportion of the population. The Barracks were also visited, which are here of considerable interest, from the fact of the important strategical position of the Island. The population totals, with the adjacent islands, some 35,000. The principal industries are pearlshell and trepang fishing, and some idea of the volume of trade done may be realised when it is said that its exports in the last few years have reached the respectable annual sum of £150,000. The ubiquitous Cingalese, who foregather wherever precious stones or jewels are to be bought or sold, came off with pearls for sale, wrapped in their usual piece of soiled rag, and offered us rare bargains, to which we were indifferent, as we *had been warned* not to trade with these gentry, who

palm off defective pearls as flawless jewels on the unwary, imparting an air of secrecy in their dealings to enhance the supposed value, as they are prohibited to trade.

Leaving early the following morning, we headed for our next port, Hongkong, which we were timed to reach on the 27th. We had lost some of our passengers at Thursday Island, and now numbered fifteen in the saloon, who, by this time, all knew each other, and we were quite a happy family.

I thought the present a good time to thoroughly inspect all parts of the ship, and, under the courteous *chaperonage* of our purser, started off. I have spoken of the first saloon, in its light-polished oak and silver fittings, draped most artistically by those

SECOND-CLASS BERTH.

masters in decorative art, the Japs, in a delicate rep, giving to the whole a charming, soft, restful effect. Electric fans cool the atmosphere from each of the four corners of the saloon, and the hot air is carried off by steam ventilators. A pleasant sociable arrangement is the small tables, seating eight only, where abundance of elbow-room has wisely been provided. Hot-air stoves, of the latest ornamental pattern, are also fixtures—for the cold months—which we, however, did not need. An elegantly-appointed music-room opens out through a curtained entrance from the saloon, also in light oak, even to the case of an excellent Broadwood piano, built expressly for the steamer, and fitted amidships. The room is also used for writing, for which every

requisite is liberally provided. Another comfort is the continued occurrence throughout the entire ship of electric buttons, that produce a smiling little brown steward as suddenly as Alladin's lamp. The entire saloon and social hall is literally riddled with the patent swivel ports already alluded to, and catch the breeze from whatever direction the wind may be blowing. Leaving the saloon through the handsome companion, which gives also direct access to the pantry, where the food is sent in steam lifts from the remote galley, we step on to the magnificent promenade deck, where you may walk a mile in a few turns. Deck chairs and luxurious cane lounges are scattered about for the use of

SECOND-CLASS SMOKING ROOM.

passengers—a practice that might with advantage be adopted by other mail lines I wot of—and we next visit the second-class accommodation. Almost the only difference from the first saloon is its position aft, the upholstering and fittings being practically similar. Music and smoking-room alike are here, and so are the deft attendants. Lavatories, baths, and sanitary arrangements are most complete, and kept with scrupulous cleanliness, hot and cold water being available at all times of the day or night. While aft, I took a look in at the wheel-house, to admire the latest improved steam stearing-gear, and, although not a new thing, I could not help reflecting on the vast strides made in nautical engineering

provided in a connection, which enables the officer of the watch on the bridge, hundreds of feet away from the steersman, to see at a glance, on a tell-tale dial before him, the exact position of the wheel. Talking of dials, another I saw on the bridge indicated whether the ship was going ahead or astern, or had stopped, as a check on the orders telegraphed to the engine-room, this dial being directly connected with the shaft driving the propeller, and altogether independent of the engineers. Another ingenious contrivance I noticed was an apparatus connected with the mast-head, and other ship's lights, in which an electric bell was immediately set ringing should any of the lights go out. Numerous

SECOND-CLASS DINING SALOON.

other safeguarding appliances were present. On our tour through this up-to-date ship, going through the alley-ways to view the third-class cabin forward, we passed, in turn, the well-appointed barber's shop, with its diminutive parti-colored and time-honored barber's pole, galley for the European first, second and third-class passengers, another for the Chinese passengers, and a third for the Japanese crew. The accommodation for the third-class is immediately below the fore-deck, and is large and airy; the same spotless conditions are conspicuous everywhere. The surgeon admitted us, with true Oriental politeness, into the sanctity of his

very complete dispensary; and the chief engineer, who, it is almost needless to add, hailed from the "Land o' Cakes," conducted us into the bowels of the engine-room and furnaces; three of the latter developing, if required, a speed of 18 knots, should the "*Futami*," or either of her sisters, ever be called upon by the Japanese Government to act as a despatch boat in time of conflict, it being one of the conditions of the subsidy that they should be so utilised if required, but which, let us hope, may never be necessary. The refrigerating chambers and machinery were next visited, and were a welcome change from the sultry atmosphere in the vicinity of the boilers. Ice is made daily, and supplied to all, both fore and aft. The chief officer, ably seconded by his Japanese lieutenants, is to be congratulated on the trim and taut appearance of everything on deck and aloft. I can only conclude my description by wishing the fullest measure of success to the splendid enterprise of the Nippon Yusen Kaisha.

The first two days after leaving Thursday Island passed without incident worth recording, except that we were favored with the same smooth sea and hot sun. The third day a little mild excitement was created by the rather sudden death of a Mongolian passenger, in the steerage, who succumbed to a peculiar disease known as "Beri-Beri," its chief symptoms being great swellings in the feet and legs, which quickly reaches the heart, when all is, of course, over. The disease is peculiar to Asiatics, and, chatting with our nautical *raconteur* on the subject, he told me of a remarkable episode in his career as a master:—After leaving an Eastern port, with a crew of twenty-seven Malays, the disease broke out when but eleven days out, and in twenty-four hours not a man amongst them was alive, the captain, his wife, chief officer, and a Chinese boy, being the only living creatures left on board. Between them they worked the vessel to her destination, which was not reached for 33 days afterwards. So much for "Beri-Beri." The late Chinaman made a dying request that his body should rest in the Celestial Empire, as I understand their belief to be that they can only enter Paradise through its portals. Our commander consented to carry the corpse to Hongkong, conditionally on its being well coffined, and "chips" accordingly started his *undertaking*, a strong case being constructed of Chinese pine, thickly coated with tar on the inside, a layer of carbolic balls was then placed over this, and the body, nude, laid upon them; it was then saturated with whisky (someone remarking on the waste of spirit); his clothes were next folded carefully over him, and, with a final covering, he was nailed

down, his fellow Celestials being in attendance the whole time; a block and tackle then lowered the remains into the hold, to be transhipped to a China steamer at Hongkong.

We were now in the Malay Archipelago, cruising among its many islands, the first passed being the ARRU GROUP and TENIMBER ISLAND. The former have a large pearl-shelling industry with Macassar, on the S.W. coast of Celebes, and a native mixed population of some 20,000. Trepang, or *bêche-de-mer*, is also largely exported, which finds its ultimate way to China, where the epicurean deems it a great *bonne-bouche*. I once had the temerity to accept an invitation to a mandarin's dinner party, at which trepang soup was served, and *mal-de-mer*, as well as *bêche-de-mer*, followed each other rapidly. Elephant tusks are the measure of riches in Arru, with which you can barter more readily than with all the gold of Mount Morgan. The natives adorn their bodies in a singular way by slashing their breasts in longitudinal lines, filling the furrows thus made with sand, folding back the skin over the wound, and so allowing it to knit and heal, the result being a number of bluish wales arranged in a fantastic design, according to the artistic proclivities of the designer.

The Island of MANUK (bird island) is the next passed, and thousands of sea birds were to be seen hovering over it and completely hiding its vegetation. They are mostly "boobies." No other life is found here. The BANDA group can be sighted on a clear day to the westward. When the Dutch wrested the spice islands (Moluccas) from the Portuguese they were largely devoted to nutmeg cultivation. This did not suit the Hollander, who immediately destroyed all the nutmeg trees, selecting the Banda group for its exclusive cultivation, and so established a monopoly of this spice, as of all others grown in the Archipelago, and up to 1872 the world had to obtain its supplies from Amsterdam, where annual sales were held; and it is related that at one period there was such a glut of nutmegs in their market that, to maintain the price, they went the length of burning 400,000 lbs. weight of them. They eventually lost the trade, however, as other nations were commencing to produce these commodities, and so ended a monopoly that had lasted for three centuries.

Our course now lay past the important Island of AMBOINA, with a population of 80,000, possessing a splendid harbor. It is the principal island in the Eastern Archipelago, and once boasted a Governor-General and High Court, subsequently removed to Macassar (of hair-oil fame). The ubiquitous Dutchman took possession from the Portuguese about the beginning of 1600, and

he retained it with the rest until 1808, when the British man-of-war "*Greyhound*" came along and hoisted the Union Jack on every island in the Archipelago, the Dutch, notwithstanding; restoring them in 1824, however, but retaining Ceylon, the Cape, and Mauritius.

Amboina is a free port; its principal products are cloves, nutmegs and sago, also several kinds of essential oils. Fort Victoria, commanding the port, was destroyed last year by an earthquake, which are of rather frequent occurrence, all the islands being volcanic; but the one alluded to must have been of terrific force, as the fort had withstood many previous shocks, a memorable one in the early part of the century shattering its upper story. The fort originally was designed to house 10,000 troops, and the island was considered impregnable until Jack's advent, who negotiated its seizure between sunset and sunrise next morning. Captain Carpenter, who lived on the island for three years, where he owned a small fleet of steamers trading among the islands, told me of a tragic incident he witnessed there. When sitting on his verandah one day, chatting with his neighbor, Colonel D——, the commandant, a Malay came rushing down the street which faced the fort, yelling in Malay, "Matu-glap" ("my eyes are dark"), which, it appears, is their habit when they are running amok; and this maniac had just cleared the canteen above, where, it afterwards transpired, fourteen had fallen victims to his fury, and he was now seeking fresh subjects. The Colonel, leaving his host, quietly entered his lodging, and was out again in an instant with his revolver, and, as the madman came up, took careful aim, and the man was biting the dust, a dead thing, a moment after. The Commandant, coolly calling his servant to take the weapon and put it back in its place, returned to resume the interrupted conversation with his apologies to his host and hostess for the disagreeable little incident. "Mengamok" is the Malay term for this sudden insanity by which they become possessed, and no warning is given of the approach of the demoniac desire for killing which comes over them, and is absolutely irresistible.

Leaving Amboina in our wake, we pass through Manipa Straits, and cross PITT'S PASSAGE (so named by Dampier in compliment to the great statesman), ranging close to LISSAMATULA, the island at the easternmost end of the XULLA GROUP. On the opposite side of these straits, to the eastward, and forming the southern entrance to the MOLUCCAS PASSAGE, is the large and now uninhabited island of OBI-MAJOR ("large yam") *which our roving Captain* once called at on the look out for *possible sago, and in the* course of his explorations discovered,

PEAK CABLE TRAM, HONGKONG.

buried beneath thick undergrowth and shaded by giant trees, three graves, marked by three pyramidal blocks, on which he was enabled to decipher the year 1497, which is nine years antecedent to any record of the occupation of the island by the Portuguese. Some lettering was still extant, but no continuous name could be made out; the letters E and Z were, however, plainly discernible.

In the Manipa Straits, Bouro is passed on the one hand and Manipa on the other. Of Bouro, the population of which is estimated at from 3000 to 4000, I learn it is over 3000 square miles in extent, of oval shape, made up of hill and mountain, and divided by narrow valleys and deep ravines. A curious animal, the "babirusa" (I am not sure of the orthography), has its habitat here, and is half hog (*babi*, hog) and half deer (*rusa*, deer); edible, and found here and in northern Celebes only. The gigantic anaconda, a water snake, is also found in its waters, and, though not venomous, is possessed of great strength, and will crush the before-mentioned animal in its folds as easily as a walnut. Sago is grown to feed the native Malays, but cajuput oil and fish are the principal exports which find their way to Macassar and Singapore by coasting traders. In the mountains of Bouro, some 7000 feet above the sea, is a lake of fresh water twelve miles in circumference. Gold has been found on the island, and an English syndicate was once formed to exploit it, but the Dutch refused their permission, and the thing fell through.

Passing through the Banka Passage, at the north end of Celebes and Birro Island, are several active volcanoes; Ruang, 2330 feet, and Gunong Api, 5924 feet, are the highest. A little further south the islands of Tidore and Ternate are made out. The latter, it will be remembered, was where Captain Carpenter was first gaoled. It is but five miles in extent, and ruled by a Malay Sultan, who informed the Captain there were but two Sultans in the world—the Sultan of Turkey and himself. At Celebes the Dutch Government have a monopoly of the coffee grown on the island. In the uplands of Minnapassa there is a fine race of natives, of superior physique to any in the archipelago. They are of light color, with a distinctive Spanish cast of features, are very industrious, and profess Christianity; they supply the neighboring islands with cattle and rice. A curious stretch of mud flats exist on the heights of this island which emit sulphur fumes, and induced a Dutch savant to explore them, after a number of other scientists had visited the locality without result. The Hollander, however, was determined, and as it is some years since he undertook the journey, and has not returned, fears are entertained of it being his last research.

A striking feature of the north-east extremity of Celebes are two extinct volcanoes, known as "The Brothers," over 6000 feet above sea level, and which we sighted at close quarters. At the foot of these lie the town of Kema on the eastern side, and Manado, the capital of the Northern Celebes, on the western, where gold has been found. Mr. Jack, the late Queensland Government Mineralogist, it may be remembered, paid a visit of inspection to the locality some time ago. Gum-copal, rattans, coffee, rice, tobacco, gutta-percha and kapok are also some of the products of this rich region. The kapok tree is indigenous to the soil. The fauna is represented by all kinds of monkeys, buffaloes, wild cattle and the babirusa. A little animal, no larger than a small goat, but of the perfect shape of a bullock, is also alone found here, and is as savage a little fellow as can be met with. He is known amongst the natives as "sapi utan" (anglicé, cattle of the woods). These straits are the dividing line between the fauna and ethnology of Asia and Australia. The distance between the islands of Lumbock and Bali, on either side of the straits, is but fifteen miles; and yet no bird or animal indigenous to either side of this narrow channel is ever found on the other, which, in the case of birds, is certainly remarkable.

An active volcano, situated in the neighboring island of Sangir, erupted in 1892, killing some 12,000 people and destroying all vegetation. The side of the mountain was literally blown out thousands of feet into the air, burying the entire surface of the island.

Another island met with was Tagalanda, celebrated for its forests of ebony—in Malay, "kaiju-arang" (anglicé, coal wood). This was now May the 22nd, and we were nearing Hongkong. Heavy tropical rains followed us up in this latitude, which gave rise to many personal experiences of rainfalls in different parts. The tallest was of a fall in these seas of *40 inches* inside of forty-five minutes; and, really, the downpour then falling gave some color to the story.

Iloilo, where some fighting took place during the recent Philippino war with America, was passed just before reaching the south-west point of Panay. This latter island we skirted very closely, the people on the beach being distinctly visible. A large convent, surrounded by a collection of prettily-built cottages, on a verdant knoll, was a refreshing bit of landscape. Then "Sombrero Rock" was next noticed, so named from its resemblance to that Spanish head-gear. The Mindoro Sea is now entered, in continuation of the northerly course steered, until you pass the island of Cabra, when you penetrate the China Sea, and to the

eastward, the high, rugged peaks of Luzon are descried at the entrance to Manila Bay, and following a N.N.W. course, pass to the southward of "Pratas" Shoal, next day sighting the light at the entrance of the Ly-ee-moon Pass, the eastern portal to Hongkong, which was made on the morning of May the 27th.

The first *coup d'œil* of this famous island and its lofty peaks, the steep mountain sides coming almost sheer down to the water's edge, is most picturesque. The close agglomeration of buildings forming the city of Victoria, built up its hill sides, was strongly mindful to me of the appearance, on a small scale, of Naples, and the resemblance is heightened at night, when its thousands of electric and other lights, rising tier upon tier, lend their magic to the picture. The streets are narrow and tortuous, as in the Italian city, and in some parts of the lower town, notably that densely populated by the Chinese, your olfactory senses carry the likeness still further. There are some exceedingly fine, tall buildings in the European and shipping portion of the city, massively constructed of local granite, and everywhere are evidences of this being, what it is claimed to be, the third sea-port in the British Empire. On our arrival, there were 34 merchant steamers and mail boats in its harbour, 5 four-masted sailing vessels, 13 British men-of-war, and 8 foreign war vessels. Two hundred thousand Chinese are settled here, and crowded into a very limited area, with its consequent squalor and misery. However, there is no occasion to penetrate this section of the city, and the remainder is very attractive, the situation of its private dwellings very charming, and commanding fine views of the loch-like harbour and the neighboring British settlement of Kowloon.

Hongkong, as most people know, is a Crown colony and a free port, the latter condition making for cheaper living than we are accustomed to in Australia, Sydney excepted. Thousands of sampans and junks cover the waters of the harbor, and a large fleet of well-equipped launches convey the passenger traffic to and from the ships. Loading and discharging arrangements are conducted by the high-sterned lighters, which surround the ship, like bees round a hive, immediately on arrival. As the "*Futami*" was to remain here for two days, an opportunity was afforded for visiting the different points of interest. The first place one hears of is the Peak and its cable tram, which ascends to the Victoria Gap, 1300 feet above the sea, and lands you almost at the gates of the Mount Austin Hotel, a very excellent one, and largely patronised during the summer months for its cooler atmosphere. We formed a party and journeyed up, and I was again reminded of Naples and the ascent of Vesuvius, as at one point the gradient is 1 in 2.

On arrival at the Gap, we climbed up to the signal station, 500 feet higher, and revelled in the magnificent view of the harbor and mainland of China, the China Sea and its numerous islands making a charming picture, and one quickly accessible, for the entire ascent was made under the hour. Sauntering along, and admiring the scenery from the different points of view, we gradually retraced our steps to the Mount Austin Hotel, where an appetising lunch was discussed, and the extensive grounds of the establishment visited. A number of American officers, including Admiral Dewey, were here recruiting from the malarial Philippines. We descended to the city in the afternoon, and walked down the principal thoroughfare, Queen's Road, which is four miles in length, and runs parallel to the Praya, which is a wide esplanade facing the harbor and its intense traffic. We entered the Hongkong Club, a superb building, its interior arrangements quite in keeping with the exterior. This institution has the reputation of being the best in the Far East. Large and imposing banking houses in the vicinity were next admired, also the extensive offices of the Nippon Yusen Kaisha, and other large shipping offices. Chinese shops of infinite variety were also visited, and some of our party invested in many cheap articles, even to live stock in the shape of canaries, bird and cage being bought for 3s., cigars 4s. per hundred, and other like bargains. The tourist will do well to change whatever money he requires at the banks, as a variety of coins are in circulation, upon which a loss is made. A little tired with our day's outing, we made for the wharf, and got back to the ship in time for dinner. The notice boards at the wharf, I noticed when embarking, were in six languages—English, French, German, Russian, Spanish and Portuguese—so no excuse could well be maintained for any breach of regulations.

The next day we started off early for other explorations, first directing our steps through the teeming streets in jinrickishas, hundreds of which dispute your patronage with chairs suspended on bamboo poles. They throng the narrow ways; the latter are the preferred conveyance for the hilly streets. We made our way to the great reservoir of Taitam, passing through Happy Valley, where the cemeteries of the colony are located; and if surroundings go for anything, it should not be a misnomer to those who have found their last resting place amid its beautiful *entourages*. The dam at Taitam is a fine piece of engineering, as is also the aqueduct which conducts its waters to Hongkong. We had to leave our jinrickishas, and make a gradual ascent through the village of Wong-nei-cheong to reach the dam; after which we pushed on to the Sanitorium, half-an-hour further on, where fine

views were had; and after enjoying these and a rest, for the weather was sultry, we meandered back past a very extensive sugar refinery at the base of the hill, and forty-five minutes' ride brought us to the Clock Tower, from which all distances appeared to be calculated in the city. Being *acharné* sight-seers, we did the Public Gardens *en route* back, and there spent a pleasant time loitering along the garden walks and terraces, beneath tropical and sub-tropical trees from all parts of the tropic zone. I recognised old friends in the Moreton Bay fig, the Queensland pine, the Australian fan palm, and the Queensland bunya-bunya. I also noticed the Norfolk Island pine, and all seemed thriving in their foreign soil. There is a charming display of flowers to be seen and bought in a small side street leading from the main thoroughfare in the city, where exquisite bouquets of roses can be purchased for a few cents. The roadway is absolutely obstructed by the parterre of bright-colored and sweet-smelling blossoms, flanked by an endless variety of delicate maiden-hair ferns and beautiful orchids. The population of the colony, as per census of 1891, is as follows:—

Europeans and Americans ..	8,545
Other nations	1,901
Chinese	210,995

and which, local authorities state, increases at the rate of 7000 per annum. There is a large *floating* population, who live and die in their quaint junks, sampans, and lighters; their number is set down at over 30,000, and it was not the least interesting feature of our visit to watch the internal domestic economy of the different families inhabiting the many craft made fast to the "*Futami*." The increase in the shipping of the port may be imagined when it is said that in 1861, 1259 vessels, of a total tonnage of 658,196, cleared the port; and the respective figures for 1891, thirty years later, were 27,157 vessels, grossing 6,773,243 tons; the entrances in 1861 being 1286 of 652,187 tons, and in 1891, 26,953, totalling 6,768,918 tons. In 1896 the total tonnage was no less than 16,100,799, and in 1895 exceeded that of London, in 1894, by 775,706 tons, Liverpool by 1,036,008 tons, and Cardiff by 1,047,195, exclusive of local coasting junk traffic. The hotels are palatial in appearance and comfort. The "Hongkong" is a splendid structure; the "Victoria" is also a good hotel; there are besides, the "Windsor" and "Peak" hotels, the latter on the cable tram, 1200 feet above the sea. The "Mount Austin," at the Gap, has already been referred to. The first two months of the year are the coolest, with an average temperature of 60 deg., and if one can choose the time of visit, this season or November

is the time to come. The summer is trying, the heat moist, and the rainfall excessive, averaging 85 inches annually.

The last day of our stay we devoted to visiting Kowloon, taking one of the frequent and rapid ferry steamers to the opposite side of Hongkong, and then proceeding by jinrickisha to Yaumati, which possesses an interesting street, and I noticed the Chinese shops had a cleaner and better appearance here than in Victoria. We continued on to Hung-ham, to inspect what I was informed are the largest dry docks in the world. Whether this is so or not, we were over two hours viewing the enormous basins, workshops, great shear-legs, vessels in construction, vessels in repair, vessels in demolition, wrecks being made new, etc., etc., and we arrived there just in time to see H.M.S. "*Undaunted*," armoured cruiser, 12 guns, 5500 h.p., docked for overhaul. We also saw two of the Spanish squadron, sunk by Admiral Dewey during the war, and afterwards raised by him, now undergoing extensive repair and refitting, which seemed to me to point a moral. Altogether, some ten dry docks, besides innumerable slips, were mostly all occupied. The company undertake the construction of anything, from a dinghey to a line-of-battle ship. The whole vast works are the property of the Hongkong and Whampoa Dock Company, Limited, whose shares were quoted in the papers of the day at 382 per cent. premium. Leaving this eloquent monument to the enormous shipping importance of Hongkong, after a very interesting and instructive visit, courteously escorted by the Manager, we got back to the ship in time for tiffin.

The steamers of the Nippon Yusen Kaisha remain in this port, as a rule, sufficiently long for the tourist who desires it, and a number do, to visit Canton. The journey only occupies a few hours in one of the excellent river steamers plying daily, at 8 a.m., between the two ports; return fare, $10 (20s.); meals on board, including table wine, $1.50 (3s.). I did not visit this Chinese city, but, from local information I gathered, it richly repays the time expended. It is the capital of Southern China, and the most important commercial centre in the Emperor's dominions; has a population, according to "R.C. Hurley's Guide to Canton," of between one and two millions, and is the El Dorado of the curio hunter, as the city is famous for its old bronzes, ivory work, old and new embroideries, silver ware, blackwood furniture, screens, porcelain, jade-stone ornaments, silk (though the Japanese article is looked upon as superior), and a great variety of purely Chinese *objets d'art.*

In 1841 the British invested Canton, but a ransom of $6,000,000 saved it from bombardment. In 1857 the British

and French allies captured and held it for four years. The only English hotel is the "Victoria," $6.00 (12s.) per diem. Hong-kong bank-notes are current. Hurley tells us on no account to encourage beggars. Sedan chairs are the conveyances, at from 10 to 50 cents. per bearer, according to length of trip; sampans, from 15 to 20 cents. per hour; guide, $1.00 per day, exclusive of his chair. There are a number of temples, public buildings, Governor's and Viceroy's Yamen, pagodas, mosques, and a curious water-clock to visit. The latter, the same author describes, as specially interesting. It dates back five centuries, and has been destroyed and reconstructed several times; but is to-day in

FLOWERY PAGODA, CANTON.

practical use, as it was 500 years ago. The clock is composed of three copper vessels, placed one above the other, upon step-like platforms. In the lower vessel is a float, with an indicator, which, as the water rises in its basin, marks the time. On a board outside, the hour of the day is posted as it comes round. Many other points of interest claim attention, which space will not allow of my descanting upon. However, the trip to Japan in an Nippon Yusen Kaisha steamer will enable you thus to see a little of the Celestial Empire.

Now that quarantine arrangements are simplified, the managing agents at Sydney, Messrs. Burns, Philp & Co., Ltd.,

and the Company's sub-agents at the various Australian ports, book passengers per the Nippon Yusen Kaisha steamers for

"MANILA"

on both outward and homeward passages. I was unable to visit this port in the Philippine group owing to the detention to which the steamers were then subjected, but future passengers will have an opportunity of seeing the port so recently wrested from the Spanish by the Americans, and, up to that time, rarely visited by the tourist, and little known except as the exporter of Manila hemp and cigars, although sugar figures also as a product; as much as 160,000 tons have been exported from it in a single year. The exploits of Admiral Dewey have *changé tout çela*, and the Philippines have monopolised the giant's share of the press of the world for the past fifteen months, which has naturally created a desire to see this capital of some 1,400 islands, and its 300,000 mixed inhabitants. The population of the group is estimated at about 8,000,000. Of Manila, Dean C. Worcester, in his admirable work, "The Philippine Islands and their People," says:—Manila Bay is very beautiful to look upon; its circumference is about 120 miles, and the distance from its mouth to the city is over 30. It is built on low ground, and, as one approaches, the little that can be seen from the bay comes into view at once. You reach the city up the Pasig River, which divides the old capital from the new. The river presents a strange scene to unaccustomed eyes. Here and there are huge square ended "cascos," or lighters being pushed up stream by sturdy Malays, whose method of propulsion was new. Along each side of the craft, clad in abbreviated pants, was a procession of men, carrying long bamboo poles, who would walk to the forward part of the vessel, thrust their poles into the mud, step on to the edge of the boat, lean upon them, until their faces were within a few inches of the lighter's rail and, propping them against their shoulders, push as they walked back to the stern, and so the lighter moved on, when the operation was repeated. (I noticed similar methods on the rivers in Japan). Along the banks were steamers, schooners, and other nondescript craft from the provinces, and huge canoes, each hollowed from a single tree trunk. (In the South Sea Islands I have also seen thousands such.) Worcester continues: Small dug-outs, with "nipa" shades and bamboo outriggers, were also here for carrying passengers to and from the shipping. The various craft were all manned by "Tagalogs," who wore their shirts outside their pantaloons, or were shirtless. You land at the "Puerte de Espana," which connects the old and new city. Many descriptions of

RECEPTION-ROOM IN CHINESE HOSPITAL, HONGKONG.

vehicles *of all ages*, surround you on landing—two-horse "carruage," or barouche, "quelis," and "caromata"—but the first-named is the one to take; the second is a small, square, two-wheeled conveyance, with the driver perched up in front, and seats for four inside; it is respectable and inexpensive, and easy of navigation along crowded thoroughfares. The third "caromata," is a native cart, with a dilapidated pony, and rope attachments, top-heavy, and apparently always on the point of turning turtle. The Jehu rides inside with his fares, made up of sailors, Chinamen, and natives, sometimes sitting in their laps. Speaking of hotels, Worcester says there were but two on his visit. He and his companions chose the "Hotel de Europa," and they found the *menu* contained some good dishes, though the presence in all, of garlic, did not increase their appetites; though what they objected to most was "sweet peppers," which he characterises as abominable. A *divertissement*, however, was afforded in watching the Spanish guests juggling the various edibles from their plates to their mouths on their knives, than which no other instrument is used, the Governor-General and his wife being no exceptions to the general rule. The dress of the native and "mestiza" women (half-breeds) is very pretty, and so comfortable that many of their European sisters adopt it during their leisure hours at home. It consists of a thin "camisa," or waist, with huge flowing sleeves, an embroidered white chemise showing through the "camisa"; a large "panuélo," or 'kerchief, folded about the neck, with ends crossed and pinned on the breast; a gaily coloured skirt, with long train, and a square of black cloth, the "tapis," drawn tightly around the body from waist to knees. Stockings are not worn, and heelless slippers, with a narrow strip of leather for the toes, is the usual footgear, in which it is hard to walk, much less to dance; but the natives and "mestiza" belles do both with ease. Many of the latter are very attractive, with hair often to their heels.

Frequent earthquakes have deterred the inhabitants from building very solid or imposing edifices, the Cathedral and churches being about the only exceptions. Houses are rarely of more than two-stories, and covered with galvanised iron, the upper rooms, generally occupied as living rooms, are mostly constructed of frames easily removed, throwing them open to the breeze; "in this respect much resembling the Japanese dwellings." The streets are more or less only a circumstance, and indifferently lighted.

Now that our American cousins are in occupation, these conditions will, doubtless, soon be changed. The "Escolta" is the principal business artery, along which a tram runs. The "Rosario" is lined on both sides with Chinese stores, where

everything, from a needle to an anchor, may be purchased. It is the best quarter in which to observe the common herd. Spanish and Chinese "mestizos" of all shades of color, Spanish senoras and "mesitzas," sailors, friars, coolies, but seldom a white man, unless a member of some religious order, are seen. The erect carriage noticeable amongst the native women is accounted for from the custom of carrying burdens on their heads. The city has a system of waterworks, supplying fairly pure water for drinking and cooking purposes. Fine houses, and tastefully laid-out grounds, may be seen in the residential portion of New Manila; but the back streets are the more interesting. A prominent institution was the Manila lottery, from which, still quoting Worcester, the Government used to derive an annual profit of half-a-million dollars (£50,000) The gambling instinct is strong in the Philippino, spending his last cent for a lottery ticket, and going cheerfully to gaol for not paying his taxes. Old Manila, or as it is sometimes called, the "Citadel," is built within massive walls, two miles and a quarter in length, built about 1590. The walls, in their turn, are surrounded by a moat, now dry, and crossed by eight drawbridges, giving admittance to the city through massive gates. The old Capital impresses you as a quiet, sleepy place, after leaving the hurry and bustle of the new; but it has its city hall and other Government buildings, a cathedral. and a number of monasteries and churches, an Archbishop's palace, and Jesuit and Dominican colleges. The resort, *par excellence*, is, however, the "Luneta," extending along the bay from the end of the fortifications, and every evening it is crowded by all the citizens, high and low alike, driving along its smooth road, or strolling on its wide pathways, and open-air instrumental concerts are given by military bands. This was the state of affairs in times of peace, since when, however, a "change has come o'er the spirit of the dream," and for later details I would refer the reader to Major G. J. Younghusband's "The Philippines and Round About," and Joseph Earle Steven's "Yesterdays in the Philippines," the first published this year, the latter in 1898.

To resume. Our visit to Kowloon closed Hongkong experiences, and at 4 p.m. on May the 29th we started for our first port of call in Japan, "Nagasaki," skirting the China coast line, and threading our way through fleet upon fleet of fishing boats, all following their occupation in pairs, with a net stretched between each, I counted no less than 180 in one connected squadron. We passed through many such, each having its distinctive rig peculiar to the province it belonged to, and by closely observing which, a chart of the coast line was rendered almost superfluous.

"NAGASAKI."

On the following day we entered the channel, between the island of Formosa (now owned by Japan) and the mainland of China, and got a good view of one of the mountains in the former, 14,000 feet above the sea. Before reaching this point, however, I omitted to say that we passed a pretty little group, called the Chappel Islands, on the largest of which a lighthouse warns the mariner to give them a safe offing.

The distance from Hongkong to Nagasaki is 1070 miles, which our greyhound (apologies to the s.s. "*Barcoo*") negotiated in a trifle over 3 days, passing, but not sighting, the Siu-kiu group, to which the Nippon Yusen Kaisha run a line of steamers from Kobe, *via* Kagoshima, returning with full cargoes of sugar grown in those islands. We are still in the Pacific, and only leave it later to enter the beautiful and far-famed inland sea of Japan.

We arrived at NAGASAKI in the early hours of June the 2nd, approaching it through a very splendid harbor, surrounded by a number of bays and wooded heights, the inlet in which the port is situated affording excellent anchorage to large fleets of vessels arriving and departing continuously. The entrance to this sheltered haven is not more than a quarter of a mile wide, and is practically landlocked.

I noticed a number of vessels coaling, with the assistance of the gentle sex only—and young women at that—who seemed to pass their diminutive baskets filled with the fuel at a rate that would put most coal lumpers to shame. From Murray I gather that they have been known to thus pass over 5 tons of coal *per minute* into a ship's bunkers, and I fancy this runs the Port Said record pretty close. From the same source I read that Nagasaki was a place of no importance until the 16th century, when it became one of the chief marts of the Portuguese, until, in 1637, those nationals and the Spanish were expulsed by the Japanese, and the Dutch and Chinese were then permitted to do a limited commerce with it, until the country was at last opened to foreign intercourse in 1859.

The British community, *comme de rigueur*, is now the most numerous, though there is a considerable Russian colony, and I noticed a number of signboards in that language when I passed through the town later on. The foreign settlement is built on the flat along the eastern side of the harbor, the private residences being prettily situated on the hillsides overlooking it. Nagasaki has a population of 72,000. I also paid a visit to the extensive fish market, in which I saw every conceivable specimen of the finny edible, some quite strange to my eyes, and of all colors of the rainbow. I was also induced to taste a jelly made from a certain species of

seaweed, and though I expected to find it somewhat unpalatable, I found it, on the contrary, a delicious confection.

My next visit was to the Shintō temple, "Ō-Suwa," or "Bronze Horse Temple," from a bronze quadruped placed in the outer courtyard. The great bronze gateway, or "Torii," is reputed one of the largest in Japan, though I saw some of enormous proportions later on in my tour. From the temple gardens I obtained a commanding view of the city and harbor, but time being limited, I hurried to inspect the splendid docks of the "Mitsu Bishi Company," and under the courteous guidance of Mr. Shoda, managing director, an excellent English linguist and extensive

SHELL GATHERERS.

traveller, I enjoyed a most interesting visit through the extensive engine works, ship-building yard and docks. A 6000-ton steamer was on the stocks for the Nippon Yusen Kaisha, shortly to be launched, and I therefore had an excellent opportunity of seeing the works full-handed, and at their busiest. Some 6000 men find employment in the various departments of the establishment, and the company hope in time to be in a position to compete with Europe, or, if not to compete, at all events, to build all vessels required for Japan. There are two docks which take vessels up to a length of 500 feet, and a draught of 26 feet, and 370 feet and 22 feet respectively, besides a patent slip, which will accommodate

JAPANESE KITCHEN—PREPARING DINNER.

vessels up to 1200 tons, and a powerful salvage plant, always kept in readiness for an emergency. As we were timed to leave at 4 p m., and it was approaching that hour, I bade a hearty adieu to Mr Shoda, and got back on board simultaneously with our pilot, who was to take us through the Inland Sea. We left to time, punctuality being a feature of the N.Y.K. steamers, and headed for the famous sea, *en route* to Kobe, our next port.

The great loch, or series of lochs, is bordered to the north by the main island of Japan (Nippon), and to the south by the islands of SHIKOKU and KYUSHU, the latter generally known as NAGASAKI, which, I had omitted to state, is an island, and the most southerly of the four large islands composing the Japanese Empire. The Inland sea is some 240 miles long, and its extreme width is set down at 40 miles, narrowing to 8 miles. The channel for large steamers is in some places very narrow; at one point, indeed, there is just room enough for two vessels to pass each other. The journey through is of surpassing beauty; the sea, at the time of our passage, was as smooth and still as a lake. The islands upon it are countless, and the Japanese estimate their number in thousands. Its waters are rich in all kinds of fish, much in favor with *gourmets*.

The islands and islets seen from the deck of the "*Futami*" were charmingly picturesque, and in a high state of cultivation, their many and quaintly-built villages near the sea shore forming an endless chain of delightful landscapes to enrapture the heart of a painter. We were a day traversing it, and nothing but exclamations of wonder and admiration were heard on all sides as picture after picture was unfolded to the delighted gaze. We passed some of the islands very closely, and could watch the inhabitants moving about their villages, or on the hill-sides attending to their barley and other crops, growing luxuriantly in terraces, supported by grassy embankments, and reaching the very highest summits. Thousands of acres we saw under this curious but practical method of cultivation, a monument to the characteristic energy and industry of this most interesting race of people. The course through the Inland Sea is well defined at night. I counted no less than 9 lighthouses, every one of them a picture in itself, with their white sides and buildings against the backgrounds of rich green. As we neared Mihara, some 130 miles from Kobe, we caught a glimpse of a train just leaving it for the latter city, and speeding its way in and out the many windings of the coast, making an interesting *coup d' œil* as being the first train we had seen in Japan. Numbers of junks and other native craft were passed on our way, but I noticed a good many trimly-built schooners, European

rigged, and on enquiry found that this class of vessel is fast replacing the old lumbersome junk, and in order to hasten the transformation, the Government have imposed a tax on all owners of the latter style of build, another evidence of the determination of his Imperial Majesty to Westernise his dominions. We arrived at Kōbe on Sunday, June the 4th, at 2 a m., and left at 11 next morning for the last stage of our journey, viz., Yokohama.

Having visited Kōbe on my return trip from the interior, I will not enlarge upon it now, except to say that it was alive with ships of all nations, and gave one the impression of being in a large shipping centre of the old world.

Three hundred and fifty miles separated us from our terminus, and the good "*Futami*" sustained her reputation by accomplishing it at 16 knots the whole way, anchoring off the hatoba (jetty) early on June the 6th, safe and sound at our destination.

"YOKOHAMA."

After exchanging cordial good-byes with the commander and his officers, who had exerted themselves throughout the whole trip to make us happy, we embarked on one of the Nippon Yusen Kaisha launches, of which there were several in attendance, and with our luggage were landed in a few minutes opposite the Custom House, where most courteous officials, all very young, soon passed our belongings without undue scrutiny, and we then distributed ourselves to the various hotels, some selecting the "Grand" (yen 7.00, 14/- per diem); others the "Club" (yen 4.50, 9/-), and others again at "Wright's" (yen 4.00, 8/-), and all reported later that they were very comfortable at each. Hundreds of jinrickishas perambulated the streets, and for from 10 to 20 sen (25 sen may be reckoned to 6d) will whirl you away on their two high wheels for a "ri" (equal to 2 of our miles), a coolie in the shafts as motive power.

Professor Chamberlain, in his "Things Japanese," a work that, with Murray's guide, all should include in their outfit for Japan, says there are now over 39,000 jinrickishas and 45,000 jinrickisha men in Tōkyō alone. He continues, "The compound word 'jin-riki-sha' means literally 'man-power vehicle,' or, as the late Mr. Baber wittily suggested, a 'Pull-man-car.'" However, call it what you will, I found it a very comfortable conveyance, and its drawer a willing charioteer, who bobs up and down serenely in his mushroom hat at a long jog-trot, and covers the ground as swiftly as a hansom. Next day I started on my first peregrination in the "Land of the Rising Sun," though if you keep along the Bund fronting the bay, with

its European residences, hotels, clubs and people, it is hard to realise that you are in the Far East, and not in some British or American sea port. I say American advisedly, as there are a great number of these nationals in Yokohama, besides Germans and French Four English daily papers are also published, where cables from all parts of the world, *except Australia*, appear, and keep you in touch with things European and American. During the whole of my stay in Japan, some two months, I only saw one Australian item of news; certainly it was very good news, as it announced that Federation was comparatively an accomplished fact, but while on the subject I may add that we in Australia are very little known in the Far East. I had the good fortune to meet an old Victorian, in the person of Mr. Brooke, editor and proprietor of the *Daily Herald*, Yokohama, and who once sat in the Victorian

DOUBLE JINRICKISHA.

Legislature, though a good many years ago, for he has been thirty-five years in Japan, and is one of its oldest journalists. He said he would be very pleased to assist any Australian who chose to look him up, with his advice, and for one, I have to thank him for many a valuable hint, as well as for being my sponsor at the excellent club, where gin cocktails are most artistically dispensed.

The bay along which I jogged was full of shipping, and presented a busy scene. You may reach any part of the world from here. All the great ocean liners are represented, and a good number of the 70 steamers possessed by the Nippon Yusen Kaisha are continually arriving and departing from most everywhere, and as this last corporation is essentially a Japanese one, it may be instructive to say here that Japan owns, as per Mercantile *Marine Bureau* list for present year, 674 steamers,

grossing 464,235 tons; and 1310 sailers, grossing 149,399 tons. Japan's warships number 89. Passing up the Bund, I wandered on to the Bluff, which has a breezy sound, and I found it a delightfully breezy rise, on which the principal residents have built their homes. The population of Yokohama is set down at 180,000. I was struck with the irregular numbering of the houses, both here and in the European settlement below, and rarely heard the name of a street mentioned. When an address was asked, it was such and such a number, Settlement or Bluff, as the case might be.

Having heard that Yokohama boasted a fine racecourse, in truly Australian spirit I chartered a jinrickisha and proceeded to it along a road rich in pretty land and seascapes, and reached it in about twenty-five minutes, where I found an excellent course, in splendid order, with a roomy grand stand, which the Emperor sometimes graces with his presence. There were no meetings during my stay, these being held in the Spring and Autumn, the best seasons, I may remark, *en passant*, to visit Japan. The waters of Mississippi Bay are overlooked from the ground, which may be said to be charmingly situated, as besides its other attractions, the renowned sacred mountain of Fuji, 12,395 feet above the sea, can be seen from it in all its snow-capped grandeur.

Returning to tiffin, I undertook the native quarter next, and sauntered about its many busy streets, with their open stalls, displaying a strange and varied assortment of all kinds of wares and curios, then down a quaint street lined with theatres and shows. It is called Theatre-street, and the gaily-colored streamers on long bamboo poles and strings of lanterns suspended across the roadway to attract the theatre-goer, was a revelation to me in theatrical advertising.† I continued walking towards the railway station, at the back of which, on a gentle rise, I obtained a fine view of the city and bay beyond, and also stopped to examine some "Shinto" shrines, dedicated to several of its gods, which were interesting but not gorgeous. The cult, unlike the Buddhist one, does not indulge in much outward show. Returning, I noticed several fine buildings, notably the Post and Telegraph Office, Telephone Exchange, some of the Banks, and Custom House; also the extensive branch offices of the Nippon Yusen

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† Since this was written a disastrous fire has swept this street entirely away, in company with other streets in the neighbourhood. It was estimated that 10,000 buildings were destroyed. It may be explained, however, that although this sounds stupendous, the buildings, like most composing Japanese cities, are of light, inflammable timber, quickly and stoically rebuilt. Insurance risks in this calamity were said to amount to yen 1,000,000 (£100,000).

YOKOHAMA.

Open Tea and Rest House on Noge Hill, Yokohama.

Kaisha, with their long foreshore, where a fleet of lighters and launches were being loaded or discharged, and so on back to the hotel.

In all my walks abroad I could always make my needs understood ; traffic with English-speaking countries is so considerable in Yokohama that those Japanese you are brought in contact with all understand or speak a little of the language, and everyone you meet is polite and obliging, and their low bows at almost every sentence you utter is somewhat embarrassing at first, though one's back soon gets used to it. Civility and good manners are general, from the lowest to the highest. I have frequently seen two coolies, on meeting, take off their mushroom hats and bow profoundly to each other, repeating the ceremony when parting.

JAPANESE BEAUTY.

The color of the Japanese skin is light brown, their hair, without exception, jet black and straight. I saw very few beards or moustaches ; the remainder of the body is almost hair less, and the skin silky. The eyes are set more or less obliquely, cheek bones somewhat high, and feet and hands, as a general rule, small and well-shaped. Some of the ladies I saw possessed really beautiful hands and feet, though the latter require to be seen without the short digitated stocking, or sock, "tabi," common alike to men and women, which is by no means a graceful foot-gear, the big toe only being, so to speak, gloved, and separated from the other four toes, to allow of the wooden clogs, or "geta," being retained for walking, or rather shuffling, for they are dragged along with each step, rather than lifted, and the clatter they make on the platform, when coming from or going to a train, is novel, though deafening.

Their dress is graceful, and, among the upper and middle classes, of rich material, being mostly silk of fine quality, and consisting of a silk or fine cotton shirt, outside of which the very ample and airy "kimono" is worn, a gown reaching from neck to heels, and kept together by a thin sash, generally of crêpe silk, round the waist, the *left* side of the "kimono" overlapping the right. The lady's "kimono" has, in addition to a large sash, "obi," a sort of flat, square "bustle," covered with rich flowered or plain silk or satin. The whole costume, not enumerated in toto

here, often costs fifteen or twenty pounds; the men's, eight or ten. The women are pretty, *graçieuses*, soft spoken, and exquisitely polite and gentle, and, like the men, of small stature, but well formed. All this I did not notice at once, but the outlines must impress the new-comer, when it will be borne in upon him that he is in a strange and fascinating land, in which it will be pleasant to linger.

I received an invitation for the first Sunday after my arrival, to attend the official opening of a new dry dock at "Uraga," about twelve miles by sea down the bay, and, as the good ship "*Futami*" was to be the first vessel to enter the dock, I accepted it with pleasure, besides affording me the opportunity of assisting at my first Japanese public function. About 700 attended, and we were conveyed by the Nippon Yusen Kaisha's s.s. "*Kobe Maru*" (2900 tons), kindly lent to the Dock Company for the occasion. Arriving shortly after noon, we found the dock and fishing village adjoining *en fête*, all gaily decorated with festoons of flags of all nations, hung from the lofty sheer-legs—designed for lifting boilers and other heavy weights—banners, and long strings of many-colored lanterns depending from tall bamboos in every direction, the national flag of Japan, with its emblem of the Rising Sun and Imperial Chrysanthemum, floating in huge, stately folds over all. Day fireworks were let off as soon as we arrived, the rockets attaining a great height, and, when bursting in mid air with a loud explosion, evolved all sorts of different articles, some representing human figures, dolls, etc., which came sailing down to the sea, where they were collected by boat parties and afterwards distributed to the juveniles, to whom, by the way, the Japanese are always very kind; in fact, Japan is called "the babies' paradise." The little ones are generally so quiet and well behaved as to deserve all the petting they receive. Mrs. Chaplin-Ayrton, who wrote with knowledge on the subject, attributes the goodness of the children to the absence of furniture in Japanese houses, so that there is nothing for them to touch and break. I was struck with the manner in which the humbler classes carry their progeny; they are strapped straddle-legged across the backs of their mothers or other member of the family and give no concern. On one occasion, when going ashore at Kōbe, on my way back to Australia, in a sampan, or native waterman's boat, I was much exercised in watching the gyrations of a child so carried by its mother, as the latter steered our barque in a turbulent sea and strong breeze, with a broad paddle, that necessitated considerable and violent moving of the body backwards and forwards, and I trembled for little one's safety, but it slumbered on undisturbed and

On the Hill at Noge, Yokohama.

Cherry Trees at Negishi, Yokohama.

happy in its, to me, perilous situation. The little people look very quaint, with their shaven scalps, which operation is instituted seven days from their nativity, and is continued until the child is of an age to attend school, when it ceases, instead of, as with us, usually commencing when we leave school. To return to Uraga and its dock. A great space was enclosed and covered near the "*Futami*," high and dry in her basin, for the delivery of speeches commemorative of the occasion, and delivered in the vernacular, to me, of course, unintelligible, but the Chairman of the Company, in his initial address, seemed a fluent speaker. Great enthusiasm prevailed at its close, and, after several other high Government officials had addressed the great throng, a stentorian voice called for cheers ("matsai,") which were lustily given, a Japanese band, with European instruments, playing appropriate music in the meantime. A general adjournment was then made to the luncheon booths, where long tables were spread with a multitude of good things. Champagne and every other kind of liquor was liberally provided, when I noticed that the Japanese were in no whit behind their Western brethern in causing its disappearance, though I should like to add here that I never saw an intoxicated person the whole time I was in Japan. Naval and military officers of high rank were also there, in gorgeous uniforms. The shipping and other business world of Tōkyō and Yokohama made a goodly show, but there was an entire absence of ladies, which, the sub-editor of the *Japan Times* (published in Tōkyō, in English, by a staff of Japanese journalists), informed me, was always the case. Although the present occasion was not, perhaps, one calling for the presence of the opposite sex, it was indirectly indicative of the very secondary place they hold in Japanese social life, in which connection I borrow a commentary of some of their *literati* on Professor Chamberlain's remarks anent the subjection of the sex. They wrote: "The subordination of women to men is an extremely correct custom. For the man to take precedence over woman is the grand law of heaven and of earth, etc.," and I discovered later on in my divers journeyings that *place aux dames* was more honored in the breach than the observance. These remarks, however, do not apply to European ladies, who are treated with the greatest consideration, and if the lady happens to be fair-haired and pink-cheeked, admiring and wondering glances follow her every movement. Fair hair is rarely seen among the Japanese.

The banquet was now over, and we were directed to a number of side-shows within the dock enclosures, where various entertainments were being given to amuse the guests. The antics

Open Tea and Rest House on Noge Hill, Yokohama.

STREET SCENE, YOKOHAMA.

train; but tourists go principally to see the great bronze figure of "Daibutsu," or Buddha. There is also a large image of a goddess named "Kwannon," and the temple of Hachiman. The first sight I obtained of the gigantic Buddha was from a distance of about 500 yards, and I was much impressed with its proportions and its expression of impenetrable calm and perfect repose, symbolical of the Buddhist faith. A quotation in Murray fitly describes the idol: —

"A statue solid set,
And moulded in colossal calm."

DAIBUTSU (COLOSSAL BRONZE BUDDHA), KAMAKURA.

It is within a few inches of fifty feet in height, a circumference of ninety-seven feet, a face eight feet long, and a width from ear to ear of seventeen feet, and one can sit comfortably on his thumb, which is three feet round. The eyes are said to be of pure gold, and, as each is nearly four feet in length, must be of considerable

value. I penetrated the interior of the idol, in which a shrine is placed, and, had the weather not been so sultry, would have mounted the ladder that admits you into its head. The image of the goddess is over 30 feet in height, but I could not obtain a good view of it owing to the dim and holy light in which it was shrouded in its temple of Kwannon. The other temple of Hachiman has a lovely avenue of pines leading to it from the shore, and three arches in succession—*torü*—admit you to a flight of broad steps, at the head of which stands the temple. An enormous tree is noticed on your way up, with a trunk of great girth, and, I was informed, was supposed to be over a thousand years old. I entered the red-painted collonade into the interior of the sacred edifice, where red was also the dominant color, and saw a number of carvings representing birds and animals, but nothing else of much note, except a few palanquins standing outside, which are used in religious processions.

This ended my sight-seeing for the nonce, and I reached the hotel in time for tiffin; after which I took Murray's advice, and started for the "PLAINS OF HEAVEN," so called by the Europeans from the lovely nature of the scenery, and was well rewarded for my journey, for I have rarely gazed upon a more beautiful prospect than that which unfolded itself when I reached the top of a ridge, and drank in its beauty from a seat in a road-side tea house, sheltered by a pine tree, which stood invitingly open, with little brown maids smiling a welcome and handing a dainty tea-tray as I sat down. A rich valley was at my feet, and rising from it on either side hills clothed with pines descending to the very edge of a pretty inlet, whose waters danced in the sun, with little islands scattered over its surface, met the eye. An artist would have revelled in the exquisite scene, and I lingered as long as time permitted, arriving back in Yokohama as the electric lights were commencing to gleam in its streets, and jinrickisha men were lighting their paper lanterns for the night's work. The sound of carriage wheels and the thud of horses' hoofs are rarely heard in Japan.

A curious official I met was the night watchman, parading the streets armed with a long wand, a number of little tinkling bellssuspended from it giving notice of his approach. Another strange night-walker is the blind "masseur," or shampooer, who feels his way along the streets with a thin bamboo, uttering a most mournful wail for custom; and he is well patronised, for the Japanese are fond of the exercise, ladies greatly affecting it, and, as the masseurs are blind, they indulge their weakness in all freedom.

Next morning, June the 19th, I started for the capital, Tōkyō, 50 *minutes by ordinary* train; but there are two expresses a day, one

at 9.30 a.m , and another at 4.30 p.m., by which most business men travel. The fare is 81 sen (1s. 7½d.). No advantage is gained by taking a return, as it is simply the single fare doubled, and the ticket is only available for day of issue. The stranger will be struck with the youthfulness of the railway officials, ticket-takers, guards, and porters; the latter wear a red cap; all are youngsters The three classes of carriages are distinguished by a different colored streak along the front of the car, first-class being white, second-class blue, and third-class red. There are no refreshment rooms attached to the station, and newspaper and book-stalls are an

BLIND MASSEUR OR SHAMPOOER.

unknown quantity—the newspaper boy has not invaded Japan as yet. Arrived in

TŌKYŌ (formerly YEDO),

I found it somewhat of an *embarras de choix* to select my first jaunt in this vast city of the plains, which is built on an area of a hundred square miles, but, with the assistance of my companion, whom the Nippon Yusen Kaisha had appointed to *chaperone* me during my tour, we started from the "Imperial Hotel," in jin-rickishas, with two sturdy coolies each. for Shiba Park, a fifteen minutes' ride through streets teeming with people. The population of Tōkyō is given, as per Murray's reliable Guide for 1898, at 1,943 000, but this includes the whole of the 15 districts in which it is divided. The same authority gives the population of the city proper at 1,368,000. We passed numbers of attractive-looking shops, where I should have liked to linger and examine the curios, brocades, and an infinity of other dainty wares, but this must be left to another day; so, skirting the wide moat and enormously *thick* granite walls protecting and surrounding the

Emperor's Palace, we reached the park gateway, leading to the Temple of Shōkonsha. This curious arch is not to be overlooked, it is of great height, and constructed of bronze, and forms a most imposing entrance to the shrine, which was erected to the memory of those killed in battle, and others who have achieved greatness in their native land. A curious and valuable copper chest, placed *en route* to the shrine, attracts attention, which I found later to be an habitual outside furnishing of all Japanese temples, and what we would term a "contribution box," though ours are not of such huge dimensions. The one in question was dedicated by the Nippon Yusen Kaisha.

The enclosure of the shrine is tastefully laid out in Japanese landscape gardening, in which sheets of water are always introduced, with little rocky promontories and caves, rustic bridges

PURIFICATION FOUNTAIN.

over miniature torrents and cascades, the water stocked with gold-fish, which are mostly fed by the public, who, for a rin (thousandth part of a yen—2s.), get a string of little conical cakes, made of flour and white of egg, which are thrown to the fish, and it is most amusing to watch their struggles for them.

However, this is not the shrine, so we at once wend our way thither, and ascend its steps, flanked on each side by magnificent bronze fonts. No idols are to be seen here, as it is consecrated to the Shintō cult, whose characteristic is its extreme simplicity. A steel mirror, highly reflective, was the only conspicuous ornament I noticed, which is intended, I am told, to induce reflection and meditation and try to " see ourselves as others

WISTARIA BLOSSOMS, KAMEIDO, TŌKYŌ.

see us." For a complete dissertation on this form of worship I must refer the reader to comprehensive "Murray," as for all exhaustive data concerning Japan.

This shrine is commonly called "Shō-kon-sha" (or spirit-invoking shrine). Twice a year ceremonies are held here in honor of departed heroes.

As we leave it. to regain the road, the racecourse faces us, in the centre of which is a statue in bronze and copper of General Omura, killed in the Civil War of 1860. I looked at it with special interest, as my companion's father was at one with the revolutionists, and also a connection of the General's. The former was imprisoned for three years in the very barracks he had caused to be erected for the party's soldiers, which caused him, doubtless, to reflect on the uncertainty of things mundane.

The day being warm, we next made a call at one of the many tea and refreshment houses that are found, at frequent intervals, in the enclosure, and enjoyed an iced sorbet for a few cents. Continuing on, we inspected a number of cannon taken during the late war with China, lying outside a building containing many other trophies secured during the campaign. I noticed a formidable 15 centimétre "Krupp" breechloader lying there that appeared to have done some execution, also another gun which was cast in 1864, at the instance of a feudal lord, as an experiment, but which did not get beyond that stage, being too unwieldy. It measured 15 feet in length, with a diameter of 8 inches. In the interior of the building (Yūshū-kwan) there is a large collection of standards taken from the Mongols during the China war, and riddled with bullets; Japanese military clothing, fashioned from blankets, to resist the cold, which was intense during part of the campaign, pierced in many places, also, by bullets, besides all sorts and conditions of Japanese arms, from that of a cannon, made in Corea, in 1522, to those of Japan of the present day. Another interesting exhibit was a cannon, cast in China in 1573, beside one showing a great advance in construction by the Japs in 1592. An excellent collection of portraits of Japanese officers, killed in the war, were also shown. Japan honors its heroes. A series of pictures was next examined, demonstrating the different styles of military equipment from 1848 to 1868, the latter closely copying that worn in Europe to-day. We ended our visit to this military treasure-house with an inspection of the actual accoutrements worn by Colonel Fukushima on his famous ride, unattended, from Berlin to Vladivostock, some six years ago, which made a sensation at the time. Saddle (bought in Berlin), stirrup irons and leathers,

military boots, etc., etc., all were there, their condition showing the heavy service they had accomplished.

In the afternoon we penetrated the enclosure of the main temple of "Zojōji," through a gateway bearing the crest of one of the Tokugawa Shōguns (feudal lords of the Japan of only a little over 30 years ago—1868), and consisting of three asarum leaves, which, the legend runs, was adopted to commemorate his escape, after a hard-fought battle, under the shelter of an asarum tree. Two gods (idols) flank the entrance on either side, and the courtyards surrounding them are lined with hundreds of tall, massive and peculiarly-shaped bronze lighthouses, or lanterns, capped by a solid bronze ball, which, by the way, excited the cupidity of thieves during the insurrectionary period, when these balls were stolen, and, being the purest metal, were valuable loot. These lanterns, although of uniform height of over 6 feet, are all decorated with different designs and lettering, according to the name and crest of the donor, each one being presented by some retainer of the Shōgonate.

The roofs of the many buildings surrounding the mausolea are tiled in pure copper. Passing along a pathway to the left, shaded by tall trees, we came to the tomb of another Shōgun, its attraction being the gold lacquer of which it is formed, and it was, undoubtedly, very beautiful. It was situated in an octagonal chamber, and was of specially large dimensions. It was dazzlingly bright, and made additionally so with crystal and enamel inlaid on its smooth surface. It rests on a stone fashioned to represent a lotus blossom, which, I later found to be, in common with the torü, a frequent *motif* in Japanese art. At the main gate a huge and beautifully-designed bronze bell is suspended from great hooks fixed in a massive superstructure of timber. The bell is struck every hour, three premonitory blows being given to arrest public attention. The striking is not done with an ordinary clapper, but with a great beam depending from four heavy chains, and hung a few inches from the outside lip, which, released from a small retaining strop, strikes its side like a battering-ram, evolving a sonorous boom that wakes the echoes far and near. The bell

Bell and Battering Ram.

JAPANESE BOATING PARTY.

is said to weigh 1,700,000 lbs., and to be four times larger than the great bell at Moscow, and the largest in the world.

A little to the right is a bronze column erected to the land-surveyor who compiled the first map of Japan (Mr. Ino). The work was the more meritorious from the fact that he used Japanese methods and calculations solely, and was but one *second* out in the result. We next ascended a huge mound (Atago Park) which affords splendid views of Tōkyō. A good deal of interest attaches to this mound for anthropologists, as Mr. Tsuboi, professor of this science at the Imperial University of Tōkyō, caused excavations to be made, suspecting its origin as an old burial place, and was rewarded by discovering unmistakable evidence of his theory in the shape of huge, dressed blocks of stone, a sword and portion of a helmet, indications showing these to be over 700 years old.

After sipping a cup of delicious tea (and here I may dispose of tea-drinking *in globo*, and say that while in Japan I found it almost equally good everywhere) at the tea-house on the mount, where we were also served with salted cherry blossoms in a tiny cup of hot water, which served to open the petals of the blossom, and, by inhaling closely, a distinct perfume of the cherry tree was perceptible. This is one of the many pretty conceits which surprise you at every turn among this bright, artistic people.

Returning, after a day well and pleasantly spent, we passed the Naval Medical School, an imposing structure, and the Public Hospital, supported by old, wealthy nobles, and under the direct patronage of the Empress, in the distance getting a view of "Enryokan," where distinguished foreign potentates are lodged. The Duke of Edinburgh, among other notables, enjoyed its shelter, and also, during my visit, Prince Henry of Prussia. The Emperor himself sometimes sojourns there as a detached palace.

Next day was devoted to a visit to the Imperial Commercial Museum, the most interesting and utilitarian institution in Japan, containing models and samples of every article manufactured for export or for home consumption, besides samples of all its imports. To give a detailed description of all I saw would mean a volume of itself. The vast building is a magnificent one, but none too large for housing the multitude of products that come from every part of the Empire. It is the best object lesson one can get of Japan's commercial importance; and when the volume of trade done is remembered—to cite 1897, the total value of exports was 177,875,497 yen (£17,787,549 14s.), and imports 274,170,503 yen (£27,417,050 6s), the enormous dimensions of the exhibition, containing, as it does, a sample of every export and import, may be realised. Every article exhibited has an explanatory

ticket, giving its name, nature, quality, price, place of production, and name of producer and address, so that all tourists wishing to purchase Japanese wares would do well to first pay the Museum a visit, where polite attendants will indicate the position of anything desired to be inspected, and, if you are so fortunate as to obtain an introduction to Mr. Hy. Satoh, the director, who speaks English like a native, he will give you advice that is worth following in your purchases. In this direction it is well to be wary of guides or jinrickisha men, who will take you to stores that pay them a commission on the sales made, and the price paid is in accordance therewith. Models of all inventions are also deposited here; for instance, to name a few, I saw an ingenious machine for preparing mulberry leaves as food for silk-worms, and a number of other machines and contrivances for their great silk industry. Some fine samples of *repoussé* wall paper, for which there is a growing demand, prepared shark-fins and béche-de-mer, for Chinese food, occupied an entire glass case. Fans were, of course, an important section, and I saw some exquisite ones that don't seem to find their way to our markets. Tea-twisting and drying machinery was most interesting, and induced reflection as to the long and delicate process needed to produce our morning cup of tea. Of mat-weaving productions there was an endless variety, and the multiplicity of food preparations manufactured from fish caught in Japanese waters was surprising, the picture of the fish being suspended over its yield. Spinning wheels, models of machinery for preparing antimony for the market, also for salt making from sea water, which is a very large industry; porcelain of the most delicate and dainty kind, both for use and ornament, which would have made the delight of any mistress and the despair of "Mary Ann;" bead curtains for export as well as for home markets, were attractively displayed. Basketware, cane goods, bamboo furniture of amazing cheapness, bedding, candles even, and so on *ad infinitum*. I must not omit to mention a complete room, representing a lady's boudoir—an interior of the most elegant description, upholstered in rich silk; and last of all, as a *coup de grace*, a beautiful case of first quality Japanese lacquer work placed opposite another of identical designs "made in Germany," and when thus placed side by side the merest tyro could have detected the real from the shoddy. The expensive but lovely cloisonné work made me long to be a millionaire; the various processes, I counted 15, it has to go through before it is ready for sale, was clearly shown in another exhibit, from its copper base to the completed article.

After a well-spent day, we returned to the hotel for rest and preparations for an early start next morning for Nagoya.

TEA-LEAF PICKING.

We left Tōkyō by the 6.20 a.m. train, and a varied and pretty journey of ten and a quarter hours we had, never lacking in charm and novelty, after we had once passed the confines of the capital, and got into the open country, which was a poem in greens. This is June, and the rainy season, but it has its compensations. The best time to come to Japan is in April, for the cherry blossoms, or in the autumn, when its tints are proverbially unsurpassed. Endless rice fields flank the line on either side, with their mathematically planted rice-stalks, alternated here and there with the closely-packed, brilliant green, young shoots waiting to be transplanted, farmers and peasants houses and cottages, with their grass plots growing on the ridge-

TRANSPLANTING RICE STALKS.

pole of the roof to protect the thatch beneath, all made so many interesting spots in the landscape. Hundreds of quaintly-attired toilers were delving knee deep in the mud of their paddy fields. We passed close to Oiso, a Tōkyō sea-bathing resort, the hill sides surrounding it dotted with the villas of the metropolitans, closed until the summer, when the place becomes alive with visitors. Stopping further on at "Yamakita" station, another locomotive was attached to our train at the rear, the front one hauling, while the latter pushed us up the 1 in 40 incline. It was at this station that I first noticed porters enter the carriage and dust the seats and sweep the floor, an appreciable feature of railway travel in

Japan. On some of the private lines they carry their complaisance to the length of supplying the car with a tea cabinet, in which is boiling water, tea, cups, etc., free of charge; and with regard to tipping any railway servant, this is the only country in which I have travelled where it is really considered an insult. On one occasion I saw an angry altercation result from an attempt at palming a coin on a very attentive guard, who called a superior officer's attention to the matter, and the passenger was soundly rated for his attempt to suborn an employé; the same remarks apply to all public servants, except jinrickisha coolies, perhaps, who are not so thin-skinned, but will bow to the ground for an extra five cents, and I thought the poor fellows always deserved it. Rain and mist accompanied us most of the journey, but when it occasionally lifted it revealed delightful landscapes of hilly country and busy peasants, and an occasional clump of gracefully-waving bamboos.

At "Gotemba" station tiffin tickets were sold, and the number telegraphed on to "Shizuoka," where a stoppage of 9 minutes is made for the distribution of the neat and dainty boxes containing the lunch, which consists of a varied assortment of edibles, besides a tea-pot and cup, which is all carried on and disposed of *en route*, crockery being so ridiculously cheap that you are not called upon to return it. The whole thing costs you 25 cents. (about 6d). From Gotemba, on a clear day, a good view of ubiquitous "Fuji" is obtained. The mists to-day, however, hid the noble mount. Throughout the mountain districts, which the train now climbs, rushing torrents and waterfalls alternate, cotton-spinning, paper mills and other industries utilising the power thus supplied. On the lower levels, numerous water-wheels and their cascades lend a great charm to the panorama. Irrigation is reduced to a fine art by the industrious Japanese rice farmers.

Descending the other side of the range the soil yields rich crops of barley, buckwheat and tea, and extensive areas of pear trees are also cultivated; the latter are supported by a trellis frame to relieve them of the weight of the fruit The temperature is rising again, and we long for the cool mountain air just left behind; meantime forests of bamboos succeed each other, and their delicate green and feathery foliage soften the sombre background of the pines. Two lines of these, at regular intervals, have been seen, more or less, since we left Tōkyō, and define the old road from the capital to Kyŏtŏ, some 300 miles in length, which was the only highway between the two cities before the railway was built The rivers we crossed were nearly dry, but some were of great width, and when the snows melt and come down these water-

courses, the scene is very grand, as they become swollen into roaring torrents. One we crossed was quite two miles in width, and spanned by the longest railway bridge yet met with.

No further stoppage of any length occurred until we reached Nagoya, at 4.20 p.m. We had come at a good speed, which is not always a characteristic of the Japan railways; but the first-class carriages are airy and well-cushioned, and provided with lavatories, and, as before remarked, seats and floor are kept clean by attentive and polite porters, whose work is no sinecure, for all and sundry smoke and throw matches. All ladies do not smoke, but a good number do, from long, slender, silver-mounted and dainty little pipes, the bowl holding just enough tobacco for two or, at most, three whiffs, which is usually inhaled and emitted through the nostrils, when the pipe is again filled. Gentlemen also smoke these, and I counted *thirty-two pipes* to one passenger's account in the space of forty-five minutes. The pipe is enclosed in an ivory or silk case, and, in company with an elaborate and usually costly tobacco pouch, is carried in the voluminous sash worn over the "kimono."

GEISHA LIGHTING UP.

The Japs have adopted the narrow gauge on all lines, Government and private; the running is smooth, and the ballasting of the line was, to my untechnical eye, admirable. I cannot say as much for the railway stations met with so far, which are shabby and unsightly; no attempt seems to be made at even ordinary ornamentation. and the waiting rooms are in keeping. But there are compensations in the scenery to which they introduce you—this leaves *rien à désirer*. Luggage arrangements are very good; they have adopted the American check system, and it works well. No anxiety need be felt as to your luggage turning up at its destination. A telegram sent in advance to your selected hotel ensures attendance at the station; you hand your duplicate checks to the hotel messenger, who has secured good jinrickishas for you, and away you go, leaving him to bring up the rear in charge of the baggage. In fact, in this lotus land you need do very little for yourself. *Be patient*, for that you must be here, and *everything will be done for you.*

We put up at the "Nagoya Hotel," run excellently, in European style, by a Japanese; and after a toothsome dinner *à la carte*, we retired early to gather strength for our sight-seeing of the following day.

"NAGOYA."

A day among the manufactories and shops. We first paid a visit to a lacquer establishment, and saw some very fine specimens of this art. This city is celebrated for its lacquer and cloisonné work, and we went through the manufactories of each. The first undergoes five or six processes, the length of each depending upon the cheap or costly nature of the article being made. The base of lacquer is generally wood of fine grain, though paper made of vegetable matter is also used in layers until the required thickness is obtained. To illustrate this, the obliging manufacturer cut a section from a small tray, revealing the various layers. He also showed us a new invention of his for decorating and inlaying the lacquer with walnut shells cut into wafery sections as thin as paper, and the light-brown shell inlaid on the highly-polished black surface of a tray he displayed, was really exquisite. He also pointed out a special shade of red lacquer as his own, and made in Nagoya only, very kindly presenting me with a sample in the shape of a small, well-designed box, and a curious kind of folding drinking-cup made of compressed paper.

The next visit was to a factory of cloisonné ware, and some very beautiful objects were produced for our inspection. This work has, as a rule, copper for its base; but the proprietor has invented a new process with silver as a foundation, and some of its specimens were in the highest degree artistic. He conducted us through his workshops, where numbers of Japanese artists were busily engaged in the production of this much-coveted article of virtu, from the draughtsman copying an intended design to the finishing artist, who gives it the completing polish ready for sale. In this connection I will here give a short *resumé* of the manufacture of Shippo ware (cloisonné) furnished me by another important manufacturer, whose establishment we visited later on.

"The ground-work for each article is made of copper or silver beaten out by hand into the required shape of vase, casket, or other form. The design is then etched into the metal, after which fine, flat silver wire is fixed by an adhesive substance to the base, each line of the design being very carefully followed by the wire. Colored enamel, as required by the artist's sketch of the design, is then inserted in the spaces between the infinitesimal walls of the wire, and then fired in crucibles. Applications of enamel and firing are continued until the wire on the design is covered, when the finishing polish is given."

The whole process is done by hand, and weeks are employed on some pieces; though months are being spent in perfecting a huge copper-base vase intended for the Paris Exposition of 1900, which I saw at Mr. Kodama's factory, and which, when completed will be priced at 1500 yen (£150). The inventor of cloisonné was a Mr. Kaji, who died in Nagoya sixteen years ago, at the age of 85.

In turn we visited a Japanese lantern factory, and it would surprise my readers, if space permitted, to go into the various details of the construction of these light, airy fabrics that a puff of wind will cause to ignite, and destroy, in an instant, the work of hours.

The museum, like all these admirable institutions in Japan, is really a mart for the exhibition and selection of goods of Japanese manufacture intended to be purchased at the city shops, and bearing their address; and industrious Nagoya is not behind in the race for commercial prominence. Its population fifteen years ago was 100,800; it is now 160,000.

A fine specimen of a Japanese castle is in excellent preservation on the outskirts of the city. It is 300 years old, and is the dwelling place of H.I.M. the Emperor when he visits the locality. We could not enter beyond the outer moat, but we were sufficiently close to see its magnificent proportions. A regiment is stationed in barracks close to it, who keep watch and ward over its privacy. Surmounting it at each corner are two life size models of dolphins in gold, valued at £36,000 (*vide* Murray), one of which was sent as an exhibit to the Vienna Exhibition of 1873; and before it was returned and replaced in its former position it went through some rather remarkable vicissitudes, for the Messageries Maritimes steamer *Nil*, by which it was shipped for return to Japan, was wrecked in the Japan Sea, and the counterfeit semblance went down with the vessel to join its companions in their element. But not for long. A well-equipped expedition of divers was immediately sent to the scene of the wreck, who succeeded in recovering the lost treasure, and it was then exhibited *in Tōkyō*. and, with its added laurels, created a *sensation, but also excited* the cupidity of some thief or thieves,

NAGOYA CASTLE.

for some of its golden scales disappeared one day, though they were afterwards recovered; and I saw it occupying its old position, after its sea of trouble, apparently none the worse, but now protected by an iron grating. The fish are over eight feet high. Leaving the precincts of the castle, we met a convoy of cavalry escorting a baggage fatigue party, who bore themselves in splendid military style.

GOLDEN DOLPHIN.
One of two, placed at each of the corners of the roof of the Donjon at Nagoya. They were made in 1610, and cost £36,000.

A short visit to some porcelain works, where ladies would have revelled, and where I saw a bust of Socrates in this ware that would have taken an expert to detect from marble, completed the round of the city proper, and we pursued our way then to a cotton-spinning mill (Aichi-bussan-Kaisha) where 800 women and girls are employed. They all wore a contented look, not desisting from their employment an instant as we went through, seemingly intent on showing the best record for their day's work.

A very hurried visit could only be allowed for the shrine of "Atsutu Jinsha," which, however, differed in nothing, to our ignorant gaze, from all the other "Shintō" shrines seen, simplicity being its salient feature.

We had been escorted most of the time by the courteous manager of the Nippon Yusen Kaisha at Nagoya, and we accompanied him, as a *finale* to our long day, to see a winding and shallow water way, which was dug some 250 years ago by the vassals of the then reigning feudal lord, to permit of the materials for building his castle reaching its site from the sea; and it has remained in this primitive condition ever since, but, even so, used by a large fleet of lighters which come up at high tide, discharging their cargoes on the wharves while lying high and dry on the mud. The municipality, in the spirit of progressive enterprise that activates the Nagoyans, has recently voted 3,000,000 yen (£300,000) to have the passage dredged and locked, so that shipping operations may be conducted at all times of the tide.

We were pestered a good deal here by guides and jinrickisha men, who offered to take us to shops where the best goods and

cheapest bargains were to be had, and I think it right to again warn visitors to beware of their blandishments, for they are often in league with second-rate stores, who give them a commission on all the rubbish they manage to palm off on the unwary; and while on the subject I should like to speak of an excellent society in Tōkyō, called the "Welcome Society of Japan," which was founded in 1893 by a number of Japanese and foreign residents, with the avowed object of extending foreign intercourse and trade, and to welcome and assist all foreigners while in the country, with a view, of course, of increasing the nation's international commerce, but with no interested motives of profit for itself, and, in that respect, quite philanthropical. They have a staff of guides in their patronage (which has to be earned), whom it is always safe to rely upon, and the Society's arrangements throughout Japan are so complete that one cannot do better than pay them a visit at their head office, "Imperial Hotel" Buildings, Tōkyō, on arrival. You will also, by paying 50 sen (1s.), obtain the most complete folio map ever issued of Japan, all its up-to-date statistics, and the best routes, and means of travel, with the most notable sights to see, are indicated. Nothing more than the initial fee of 1s. is asked of you, and the Society's services are yours (and I found them no sinecure) while on Japanese soil.

We left Nagoya at 11 next morning for Yokkaichi to inspect the Miye cotton mill at the invitation of Mr. D. Ito, managing director. At the station, amongst the motley crew of itinerant vendors of creature comforts who circulate up and down at mostly all railway stations in Japan, I noticed one, as we were leaving, staggering under a load of teapots and cups of earthenware, and a huge copper kettle of boiling water, who was driving a roaring trade at *3 sen* (*25 sen* = 6d) for pot, cup, tea and boiling water, which struck me as the cheapest thing I had ever seen, being under a penny; the penny-in-the-slot machine is not in it with the live article, which, also, is never out of order. On our way to Yokkaichi we crossed the two wide streams "Kiso" and "Ibi"; the latter is about to be dredged to facilitate transport of timber to the sea from forests at the back, which are owned by the Imperial household, and yield a large revenue. The timber is called "Hinoki," a hard wood somewhat similar to the South Sea Island "Tamanou," though harder, and impervious to the ravages of sea worms, it is used extensively for shipbuilding.

On arrival at Yokkaichi we repaired to Mr. Ito's villa, beside the sea, on the shores of Owari Bay and its balmy breezes, and a more delightful lodging it would be difficult to find — built in Japanese style by a feudal "*Daimyō*" (literally, *great name*, pronounced

Dimiō); the old noble must have had a keen eye for comfort as well as beauty. The floors of both lower and upper stories are thickly laid with mats of the finest texture, and the polished wooden pillars, lacquer decorations and grooved partitions, which enable you to take the side of the house or of a room down in a twinkling, if you so desire, were marvels of finish and beauty. No paint is allowed to hide the fine grain of the wood. and the scrupulous cleanliness and polish of it all imparts a simple elegance to the whole not to be attained by the most sumptuously furnished and decorated mansion; and over this establishment Mr. Ito makes the most genial and unpretentious of hosts. He is reputed to be the eleventh wealthiest man in Japan, and credited with the possession of two and a half millions sterling. Be this as it may, a more courteous, polished gentleman one could not meet. He is the Cotton King of the district, as besides the Miye mill he is principal shareholder in two others; one at a place called "Tsu," where 15,000 spinning wheels are kept going, and another at "Nagoya," where 26,000 spindles are in constant activity, besides 500 calico looms, calicoes and tea-cloths being the chief products of the Miye Cotton Mills Company, Limited, in which Indian and American raw cotton are mostly used in manufacture, though China and Japan contribute their quota.

Thirty thousand spindles are running at the Yokkaichi mills, and 775 men and boys, and 3262 women and girls, find employment at the three establishments, the consumption of cotton by the trio averaging 250 bales daily, each bale weighing 400 lbs. The hours of labor are 9. The very latest machinery only is used, the engineers of the company being sent periodically to all cotton-spinning centres for observation as to the most perfect inventions to date, and the best are adopted. Mr. Ito assured me he was obliged to renew some of the machinery every year, so rapidly are improvements made. Last year portion of the Yokkaichi mill was destroyed by fire, and the new buildings and machinery were just approaching completion at the time of my visit.

The entire establishment is fitted with the latest fire-preventing appliances and alarms, besides several fire engines. Every floor of the vast edifices was also provided with innumerable patent portable fire extinguishers. Electric light is also used throughout from the mill's dynamos, and two engines, one of 450-h.p., the other of 400-h.p., supply the motive power to keep the huge concern going. The employés have their midday meal on the premises, in a great hall for the purpose. There are also a social hall, hospital, infirmary, dispensary and doctor provided. I went

through all departments, from the receiving shed, where the raw material, with its seeds and other foreign matter mixed with it, is thrown into the machines, to the completed hanks of sewing cotton, ready for use, being packed and dumped into neat bales. The engineers employed are all graduates from the Engineering School at Tōkyō.

Earthquakes are of rather frequent occurrence in the district, and Mr. Ito relates that one of more than usual severity visited them some time ago, a number of workpeople in a neighboring mill being killed, upon which the whole of his own refused to continue working, on the score that it was a Divine visitation,

ENTRANCE TO THE PARK CONTAINING THE SHRINES AT ISE.

and they would certainly share a similar fate. Remonstrances, persuasions, threats, appeals to their common sense—all were unavailing, until, as a last resort, Mr. Ito offered to conduct them all on a pilgrimage to the sacred shrines of "Ise," and invoke the deity's intercession. This was eagerly accepted, and "Behold me," he continued, "at the head of my 4500 followers, in special trains, on my way to Yamada, near which the shrine is situated." Briefly, on arrival they all prostrated themselves at the shrine, each cut a little splinter from the sacred timber of the steps leading to it, which was carefully disposed about the person, and they

returned to their homes the same evening to talk over the wonders they had seen; and the next morning the mills resumed their wonted activity, all hands having turned to—demonstrating what superstition will effect when common sense fails.

Mr. M. Osaki, the very obliging manager of the Nippon Yusen Kaisha at Yokkaichi, conducted us over the offices and extensive godowns (sheds) of the company. The volume of trade done at this important point of the company's itinerary is enormous, as it is the *débouché* for five districts in which there are sub-agents controlled by Mr. Osaki. There is a daily service with Yokohama, connecting there with the entire Nippon Yusen Kaisha far-reaching system. The principal exports, consisting chiefly of rice, tea, saké (the wine of Japan), raw silk, linseed oil, sulphur, cotton goods, porcelain and coal; the imports being mainly fish-guano, from Hokaida in the north; the value of imports and exports being about equal. They have a large fleet of 25-ton lighters, which receive from and deliver into the godowns direct from the river wharves where they are situated. The rate of freight rules at from 1 to 2 yen (2s. to 4s.) per ton, for a distance of 210 miles, which, at the higher figure, does not average a farthing per mile.

After a very pleasant and interesting stay of twenty-four hours, we left Yokkaichi for Tsu, 20 miles off, passing Ishinden station, where a great Buddhist temple of the fifteenth century was pointed out, and its appearance gave color to the statement of its age, though some of its golden ornamentation still shone in the sunlight.

On arrival at Tsu, we were conducted by Mr. Ito, who had most generously constituted himself our chaperon for the nonce, to a most picturesque park, in which an old Daimiō palace, now a club restaurant, *sic transit gloria* is situated. The old noble who built it was a powerful lord or baron in feudal times, and Daimiō Todo's will paramount over thousands of vassals and retainers. No one was allowed inside the park enclosure, whose entrances were closely guarded. The park is now vested in the municipality of the place for the benefit of the people, and has a tea-house and resting places in various parts of the extensive grounds for their accommodation. It was presented by the Daimiō, when his govermental state was abolished some 30 years ago, but he was, in common with all of that rank, created a Count of the Empire as a recognition of his nobility. The Shōguns (*generalissimos*), superior in rank and power, and to whom they one owed allegiance, were made Dukes at the same time, when power of these uncrowned kings ceased for ever. An entirely

Geisha Dancing.

new era has dawned upon Japan since 1868, with progress in its train, and Shōguns and Diamiōs have been relegated to the limbo of the past.

After a good tiffin within the old palatial walls, now, as I remarked, a club, and supported by the principal residents of the district, our amphitryon being its president, we left Tsu in the afternoon for YAMADA, in the district of Ise, and it being Sunday, a great crowd of pilgrims and others thronged the station and taxed the accommodation provided to the utmost. Not only on this line, but the one on which we had travelled to Tsu was this the case, and time-tables were honored in the breach only. I would recommend visitors not to travel in Japan on Sundays if they can avoid it, although the orderly and obedient crowd affords ample food for observation of this most interesting people in their holiday mood and dress.

Still under the pleasant tutelage of our Cotton King, we reached YAMADA in the evening, and were at once whirled off by lusty coolies to the Japanese Club and Restaurant; and I am authorised to say that Mr. Ito will be pleased to introduce all ordinarily accredited foreigners to the Club during their stay in Yamada, where they must inevitably come to see the great shrine of the "Shintō" cult, which is under the direct patronage of the Emperor. Not to go to the "Ise" shrines while in Japan would be almost like omitting Westminster Abbey when in London, or Notre Dâme in Paris. The "Shintō" (meaning "the way of the gods") cult is, briefly, ancestor and nature worship. Professor Chamberlain, in his "Things Japanese," declares it to be scarcely a religion; it has no set of dogmas, no sacred book or moral code. The absence of the latter is, by modern native writers, accounted for by the innate perfection of the Japanese, who require no such outward props to keep them up to their instinctive and natural sense of high morality. The present form of the cult dates from 1700.

The Club itself, which was only opened in April of this year, is built on the summit of a high hill overlooking the town and environs, and enjoys some delightful views from back, front and sides. A long chain of mountains stretch into the dim distance at its back, and on the other side of the one nearest you, and at its foot, is the great shrine which we had come all this way to see. Our visit being arranged for the morrow, we enjoyed a warm bath, and sat down to an excellent dinner, served in the most approved European style, and I was lodged in the same manner; though, should you elect to sleep on the soft silk mattresses laid on the almost equally soft mats which cover each floor and room from end to end, you *may do so*, and the experience is worth a trial. A huge

mosquito curtain—for the persistent little brute is not a stranger to Japan — completely envelops the room, where you can bid defiance to his bite, and where the attendants in their ceaseless watchfulness, will see you are not disturbed. The building is a magnificent one; some idea will be obtained of its proportions from the illustration.

In the evening I was invited to witness some special dancing, peculiar to this place, at a very old-established tea house in the town, and was most agreeably entertained by the graceful and thoroughly decorous posturing of twenty richly-clad maidens, who went through the figures in perfect time to the music of eight instrumentalists. We squatted round on cushions, tea and other refreshments being served by low-salaaming young girls, and the night being sultry, we were fanned by the dainty little sprites into coolness and comfort. They understand these things in Japan.

On Monday morning we started for the shrine in jinrickishas, two stalwart coolies being assigned for my ponderous weight, as we had a few stiff ascents to make *en route*. Numbers of pilgrims were trudging along in the same direction, to do homage to their deity. This shrine is the more revered as being the Emperor's favorite one for devotion and of extreme antiquity, the Inner Temple is said by the Japanese to date 4 B.C. Entering the wide gates of the enclosure containing the shrine, we first produced our credentials to the police officials stationed here, and who are aspecial force maintained solely to guard this place, and who wear a different uniform from the regular police. Having gone through the ordeal successfully, we made our way to the banks of the sacred mountain stream threading its course through the park, and shaded by stately cryptomeria and other timber, and found a number of devotees purifying themselves in its clear waters previous to offering their prayers at the place of worship. Fish could be seen swimming about unconcernedly, as if they were aware of the law prohibiting their being angled for.

Dipping our handkerchiefs, like the rest, in the pool, we laved our lips and hands from all foul matter, and continued on along a well-metalled road lined on either side by giant trees, and approached the celebrated shrine of "Daijingū," its proper designation, though spoken of, as a rule, by foreigners, as the "Ise" shrine, which is really the name of the district. As before remarked, the Shintō cult is simplicity itself, and all its appanages are in strict keeping; so if you come expecting to see gold and glitter and great idols, you will be disappointed, as the shrine is but a plain wooden structure, massive, but without paint or polish of any kind, and approached by a flight of wide steps formed of

JAPANESE CLUB, YAMADA.

irregularly placed stones, at the head of which a closed gate bars your further advance. You kneel here, bow low many times, clap your hands, throw a nickel or copper on the heap in front of you, and then retire backwards to the first step, and you have accomplished your mission, though you have but seen the exterior of a wooden building, which, however, contains, and has been the resting place for generations, of the sacred mirror, one of the three holiest treasures of the Shintō religion, and supposed to be 2000 years old. The other two are the sacred stone, shaped something like an inflated bladder with a curved spout, which is in the possession of the Emperor, and the sacred sword, which is kept at the shrine of Atsuta, near Nagoya.

BUILDING IN WHICH THE AUTHOR WITNESSED THE "KAGURA" DANCING, "SHRINES OF ISE."

We have not completed our visit yet. The most interesting feature, to me at all events, is to come, and we accordingly proceed to another building to view the sacred dancing, which partakes of a religious ceremony, and which I found most impressive. Leaving our boots, umbrellas and hats outside, *à la belle étoile*, so to speak, without caretaker of any kind, but as safe as if deposited in the Bank of England, we entered the sacred precincts in our socks (how often have I mentally thanked the gude wife for overhauling *mine before I left*, for you must remove your boots when

entering any Japanese interior, and rightly, too, as you would otherwise carry the dust of the street on to the scrupulously clean mats on which you sit and eat), and squatted before a bamboo rail separating us from the sacred ones behind, and found ourselves in a large, dimly-lighted hall, a curtain having fallen behind us on our entrance. Soon a priest appeared, in green habiliments, bowed first in the direction of the altar, and then turned and advanced towards us, fell on his knees, inclined his head in our direction, which we acknowledged profoundly, and then waved a green, leafy branch before us, intended I believe, to purify the atmosphere contaminated by our presence. He then retired to the left as silently as he had entered, and disappeared. After a short interval, five musicians, also in green, wearing mitre-looking hats like their predecessor, slowly filed in and took up positions opposite their instruments, consisting of a "taiko," an enormous bronze gong, which emits a fine resonant boom and shakes the rafters; next is a sort of clarionet, and opposite these a little drum, not unlike our kettle-drum in sound, and two other nondescript reed instruments, whose sound is anything from a tin whistle to the bagpipes. Six maidens then glided on to the polished floor in magnificent court robes of flowing red and white silk draperies, trailing some distance beyond their feet, and completely enclosing them; it was a marvel how they maintained their equilibrium. Their ample raven hair hanging loosely over the white silk upper garment, made a very striking costume, the head being crowned with a crimson, fantastically-shaped tiara. The whole *coup d'œil* was charming against the sombre background of the inner Holy of Holies. A very tall priest (I estimated he was nearer seven than six feet high) then walked in with a stately, dignified gait, and approached the altar between the kneeling maidens, and conducted a short service in a high monotone. This finished, he retired in the same dignified manner. This priest, I was told, was the principal assistant to the high-priest of the cult, Count Reisei, who was absent. The young girls then went through some graceful posturing to the accompaniment of the booming of the gong, the shrieking of the reeds and the rattle of the drum This being over, the ladies glided out, when the priest who had first entered reappeared, and presented us with cooked rice and other condiments, and little, red earthenware dishes from which to eat; while a young acolyte, gorgeous of raiment, poured us out, in turn, a little saké from a gilt bowl at the end of a handle, not unlike the domestic saucepan. We then bowed ourselves out, and reached the cooler outer air with gratitude, though I would not have missed seeing the sacred "Kagura" dancing on any account.

On our way back we stopped to look at two horses in their boxes, which have been dedicated to the shrine. One is the offering of the Emperor, and is a small though beautifully proportioned and well-groomed light chestnut, 6 years old, with flowing mane, and tail reaching his hoofs. The authorities make him revenue-producing, for the attendant, on payment of a copper, supplies a small dish of beans with which to feed him, and the creature by his expectant antics excites your generosity, and coin after coin falls into the attendant's hand. The other animal is a poor, old black veteran of 35 years, who has to be slung from the roof of his box that he may rest. He is fed at the public expense in the same manner as his colleague.

We now hastened back to the Club to tiffin, and left at once for NARA, wishing a regretful "sayŏnara" to our host, Mr. Ito, who had accompanied us right up to this point. The charges at the Club are most moderate, and the foreigner cannot do better than apply for a room there while he lingers in Yamada.

TEMPLE OF THE GREAT BUDDHA, NARA.

We arrived at NARA at 11 p.m., on a glorious moonlight night, the latter part of our journey being through lovely river scenery; the moon's rays on the water against the dark recesses of the sharply-defined hills in the illuminated sky, and the twinkling lights in an occasional village as we rushed by, made up a very fascinating picture. Mine host was on hand at the station, with the inevitable 'rickisha, and after a weird ride through a labyrinth of dark, narrow streets, alley-ways and passages, and over bridges, we emerged into the brilliance of arc lights and wide

thoroughfares, and were soon seated before a hot supper, which was very grateful after our long train journey. Next morning I found myself in a comfortable "Chaya," or Japanese tavern, in the midst of a picturesque garden, with trees in full foliage waving in the morning breeze just outside my window, or what stands for such in Japan—simply a sliding panel closed at night, and in the day pushed back into recesses, not unlike those provided for the shutters of the shops of our youth. A little, natty, brown maid appeared with a cup of fragrant tea, and soon after we were away exploring the environs of Nara.

We first directed our steps to the Buddhist temple of "Daibutsu," through pretty park lands, in which tame deer

"Deer-horn Cutting" in the Park, Nara.

in numbers roam at will, and approach you without fear for the biscuits purchased on the spot for a few sen. The temple was built originally by the Emperor Shōmu, in 750, but since twice destroyed by fire, the present edifice being not quite 200 years old. The image of the god was cast in the year 749, but the head has fallen off or been melted off three times since that period, and replaced at the expense of some wealthy Buddhist. To get a near view of this huge idol, which is 56 feet high, a dollar fee is charged for admission to a raised platform surrounding the figure; *but an equally good* view may be obtained from the floor at the *sides. His ears are* said to be eight feet in length—at all events

Bridge Known as the "Spectacle" Bridge, Otani, Kyōto.

I am convinced I could have lain full length within their limits. As the image is hollow, I asked if we could not penetrate into its interior; but I was informed it was not now permitted.

Some incense vases of great dimensions next claimed our admiration, which brought us to an image of the "God of War." This deity was almost completely covered with small pellets of chewed paper, thrown at him by successive pilgrims, whether as a mark of approbation for his recent victory over his Chinese rival I know not, but there they were, and none of the other deities were similarly treated.

We then explored another temple in the Tōdaiji enclosure, said to be 1000 years old, passing two treasure rooms *en route*, built of curiously interwoven timbers; and so on to a horse-box containing an animal of albino type — its eyes were perfectly pink, and its hide and head a sickly, dead white, with yellowish main and tail. We soon left this creature behind, to admire and wonder at a tree from which seven distinct and different leaves were growing on as many branches, these having been successfully grafted on the original trunk. I recognised acacia, maple, a well-grown cherry limb, and others I am not botanist enough to name. We then toiled up many steps, and through lanes of ancient stone lanterns—those of 400 and 500 years old were youngsters.

PAGODA, NARA.

Leaving Tōdaiji, we made a short *détour* before returning to the chaya, to look at a pagoda erected in 710. Opposite was a large educational establishment, and a squad of Japanese youths were being drilled by an army sergeant. Their weapons were real, and though some of their evolutions were not very precise,

the shouldering and grounding, and especially the *stand at ease* orders were smartly obeyed. Compulsory military service is required in Japan of all sections of the community.

Though there are no indications of it to the casual visitor, Nara was the capital of Japan for 75 years, from A.D. 709 to 784, and was the scene of seven reigns.

There being a very old temple to see in the neighboring village of Hōryūji, we took train to the place, and reached it in half-an-hour. It is worthy a visit, if only as the oldest Buddhist temple in Japan, dating from A.D. 607. All the buildings plainly proclaim their great age, several being propped up with huge supports. A pagoda of graceful proportions rises in the centre of the enclosure, but cannot be entered for fear of accident. The gateway through which we entered is guarded on either side by colossal wooden images, one in red, reminiscent of the pictures of his satanic majesty. A building to the left, called the Kondō, and the pagoda are twelve centuries and a-half old, and said to be the oldest wooden constructions existing in the empire. It is quite impossible in this little volume to give the very faintest idea of the treasures contained in the extensive range of buildings; but the artist and student of antiquities will find an endless field for his observation and research. I noticed an enormous array of old swords of many periods, likewise literally *tons* of ladies' steel mirrors, displayed on the walls of one of the treasure-houses, which were pointed out as the grateful offerings of worshippers who had been cured of various bodily or mental ills through the god's intercession. I also saw a trophy of ladies' hair, of many lengths and textures, suspended from an inner railing. Two bells were hung close by that had been cast from a few odd tons of mirrors My companion and myself were the only visitors, and looking round at the deserted cloisters and courtyards, with the old, solitary custodian, who, to my enquiry, informed me he had been born on the spot some 70 years before, a feeling of thankfulness came over me that I was not compelled to stay in this great, silent solitude, amongst these relics of a dead past for more than a few passing moments. So we jumped into our 'rickishas, and were soon back at Nara, which we left at 7 p.m. for the old western capital of Japan—

KYŌTO,

where we arrived, without incident, at 9, putting up at the "Kyōto Hotel."

Two days' rest followed, and a little shopping, when we *started at 4 a.m. on* the third day for the ascent of Mount Hiyei. *The first stage, about* eight miles, was performed in 'rickishas,

Avenue of Bamboos.

which landed us at an inn, whence we were to be equipped for our mountain journey—2700 feet. In coming from Kyōto, about five miles out, we passed the old Imperial villa, "Shugaku-in," where the Emperors used to retire for repose and study, amid its surroundings of rich verdure and calm, when Kyōto was the capital, which position it occupied for 1074 years, 77 Emperors holding successive sway within its gates. Well, our palanquins being ready, and six brawny carriers for our transport, we made a start for the summit at 6.30 a.m., a seventh coolie bringing up the rear with the provender. The first point reached, at 8.15 a.m., was a Buddhist temple, "Shakado," which we stopped to inspect, and also to have breakfast. I judged it to be about a third of the distance to the summit. The original building was erected some 1060 years ago, but was accidentally destroyed by fire, by a military officer 400 years ago, when he caused it to be re-built—a work of no small importance in those days, or these for that matter, when one looks at the vast mass of material that had to be transported through narrow and precipitous mountain paths, and across streams such as we had just negotiated.

The Kyōto agent of the Nippon Yusen Kaisha, Mr. S. Kimura, very kindly accompanied us to point out the local points of interest. The temple we are now at is the first of three that were built by one of the Emperors, who transferred his court from Nara to Kyōto, to enlist the protection of the gods for his new capital. It was the Empress Gemmyo who, in the eighth century, chose Nara for her capital, and, it is said, reigned with great pomp and magnificence. A poet of the time wrote :—

> Nara, the Imperial capital,
> Blooms with prosperity,
> Even as the blossom
> With rich color and sweet fragrance.

To return, we explored the outside of the temple, for the entrance to its inner sanctity was barred, though the idol could be seen, in a blaze of gold, from the doorway. From the bell-house, on a small rise to the left, we got a splendid view of the lowlands we had just left. From this vantage spot, also, we could obtain a good view of the entire roof of the temple, which is of pure copper. A solitary priest is in charge, who came in his white vestments to offer literature connected with it. He was very young and tall, and, with his shaven head and regular features, pleasant to look upon. While sitting taking our morning meal on the broad and well-kept plateau in front of the temple, surrounded by giant cryptomerias, pines and other trees, the call of the cou-cou was heard from the dim recesses of the forest, shortly followed by the

trill of the nightingale. All the way up to this point the songs of birds accompanied us from the depths of the woods along our path, where mountain flora bloomed in rich luxuriance. I specially noticed, and also plucked, a magnificent lily with a delicate, subtle perfume, and met with it all along our line of route. The same entrancing scenery accompanied us up the whole mountain side to the summit, which was reached at 10.5 a.m., making, with numerous stoppages for rest, or to obtain some attractive *coup d'œil* three hours and thirty-five minutes since we left the Inn.

The glorious panorama that unfolded itself now from this height is beyond description. The top of the mountain, for half a mile around was clear of timber, and the view uninterrupted. The air clear, cool and exhilarating, and the sensation of being above the fleecy clouds, masses of which were chasing each other below, was novel in the extreme. The mists clearing occasionally afforded a view, away down in the distance, of Lake Biwa, whither we are bound when we descend from our eerie. The lake, it may be mentioned, was so named from its shape bearing a resemblance to a Japanese musical instrument so called. A pheasant startled us by rising a few yards off, and the coolies informed me that this mountain top is a favorite camping ground for them, where, as a rule, of course, perfect stillness reigns, the only sound, the song of birds, the whole scene awe-inspiring in its grandeur, and your utter insignificance borne in upon you with telling effect. There are four posts planted on the apex of the mountain, indicating the four cardinal points, E., W., N. and S., and near these is a carved memorial stone of granite, of such weight that it must have been conveyed to this spot by an army, placed here in honor of the founder of the temple visited below. It has an alcove practiced on one side, in which I found hundreds of visiting cards, and added mine, of course. (Memo.—Take a supply with you to Japan, for they are continually needed.) The plateau we are on is known as Shimei-ga-take; the highest point is a neighboring peak, upon which the surveyors have erected a triangular framework to proclaim it.

The clouds clear away again, and we get a fine view of the city of Otsu, built on the shores of the lake. It was in this city, some of my readers may remember, that a few years ago an attempt was made on the life of the present Tsar by a fanatic policeman, who succeeded only in slightly wounding his Majesty. Prince George of Greece, who accompanied the Tsar, and two jinrickisha men, seized the fellow and secured him, and he is now chewing the cud of remorse and reflection in the penitentiary of Hokkaido. The two men were granted a pension from the royal Russian purse, and

a medal from the Emperor of Japan. Needless to say they eschewed 'rickishas for ever. One, I am told, is in Europe, and the other a custodian of some Imperial mausolea. At 11 we started our descent, and a short distance down halted at a celebrated spring called "Benkei," in the heart of the forest, and of which all passers-by usually drink—as we did—the water being icy cold and delicious. The legend in connection with this spring relates that a great Japanese warrior, named "Benkei," who flourished in the thirteenth century, and was the Goliath of the period, after a hard-fought and victorious battle, rested here and slaked his thirst, and recovered the full vigor of his giant strength from its waters; hence its reputation for invigorating qualities.

A little further down we came upon another magnificent double-roofed Buddhist temple, built in the year Enriyāku (1076), and stopped to admire its rich bronzes and superb lacquer work. This latter coats the inside walls, and the portals as well. It took some years to complete it, and when one sees it to-day – centuries after it was originally laid—without a blemish, one marvels at the art possessed by the ancients, whose secret has been lost with them. Similarly beautiful was the ornamentation of the Chief Temple, a little lower down, where the high priest of the sect is located. It speaks eloquently of the enormous labor that must have been expended in the building of such vast structures in the remoteness of these mountain fastnesses. While here we met a body of soldiery, in their white uniforms, resting after their toilsome ascent, with arms piled in the great courtyard of the temple enclosure. They had come from the barracks at Otsu, and followed us down the mountain side shortly after we left, for we pushed on, having yet much to see before returning to Kyōto.

We reached the foot of the mount, passing all the way down through the loveliest scenery imaginable, about 2 p.m., and discharging our carriers—who had borne us on their shoulders for the best part of eight hours over some very rough road and precipitous paths faithfully and well, and richly deserved their few dollars. I can conceive of no harder fate that could befall a man than to be born a coolie mountain-carrier. We now adopted 'rickishas, and proceeded to Karasaki to view the mammoth pine tree, covering, with its 380 branches, an enormous area. The tree is 50 feet high, with a circumference at its base of 30 feet. It spreads from east to west 240 feet, and from north to south 288 feet, and is said to have been planted 660 A.D., but this is doubted by scientists, who estimate its age at 300 years. That it is of very ancient growth there is ample evidence in its huge trunk and great branches, thickly overgrown with lichens. It is flourishing, and

shows no signs of decay. Its branches are supported by a forest of poles that give the tree, in the distance, the appearance of a banyan.

We now started for another temple, situated very picturesquely beside the lake some six miles off, and had accomplished over half the distance when we were overtaken by one of the fiercest thunderstorms I have ever experienced. Flashes of vivid lightning followed each other in rapid succession, preceding the loudest thunder-claps I have ever heard, and accompanied by a deluge of rain that transformed the roads in a few minutes into broad lakes, and our 'rickishas were soon floundering in water past the coolies' ankles. It goes without saying that we also were wet to the skin, the rain penetrating the light hood that covered us as if it had been paper. We bore bravely on, however, but had to give the warring elements best at last, and turned back in the teeth of the deafening din and heaven's open sluice gates to the railway station, which we reached at 4.45 p.m. in sorry plight, taking the next train back to Kyōto, and postponing our visit to another day, congratulating ourselves that the storm did not burst on the mountain.

The violence of this cyclonic disturbance was testified the next morning, when news reached us that 7 people were killed by thunderbolts at Osaka, which was only 27 miles from where we were. Six trains were also derailed and turned over in the vicinity of that city, injuring many people. Such a storm had not been experienced in Japan for years.

Next day we devoted some time to visiting screen and embroidery and cut-velvet manufactories, and saw some magnificent samples of these highly artistic productions. Screens, both embroidered and hand-painted—used for entrances and room ornaments—framed in rich lacquer standards, or elaborately carved in costly wood, were shown us, and ranged in price from 20 yen (£2) to 1,500 yen (£150), and when I remarked to the proprietor that I had never seen such beautiful work in Europe or Australia, he replied that his customers for these were Japanese; for export he would show me samples in another department, which he did, and I then recognised familiar articles made for us foreigners—and what a falling-off was there! The cut-velvets were of many lovely designs, some small pieces displayed having taken five and six months to produce. The process of manufacture is thus described by Mr. Nishimura. Yuzen-Birodo (Japanese name for cut velvet) is not painted on the material as it has all the appearance of *being, but is dyed into* it by a special process, handed down from *generations, and the* brilliance of the colors will almost outlast

Mythological Car at a Gion Fete, Held on the 1st of Each Month, Kyōto.

time. The velvet, originally white, is interwoven with fine copper wire, which runs parallel with the strong threads of the woof, and the design, after the dying process is over, is cut into each thread —where its outlines appear—with sharp knives made for the purpose; the last process of all being the removal of the copper wires by drawing them out from the edges of the material. We were also shown some very finely-wrought tapestry-work, *à la Gobelin*, though not intended as an imitation of that celebrated French needlework. The imitations of oil-paintings in different colored silks were very perfect; one of a woodland scene, with exquisite autumn tints and fallen leaves, was almost nature itself We visited one establishment that is sending a superb example of its cut-velvet to the Paris Exposition of 1900, and is priced at 3,500 yen (£350). The purchaser, should it be sold at the great forthcoming fair, will possess a rare work of art.

Leaving the vicinity of the shops, we next visited the celebrated temple, San-ju-san-gen-dō, passing on our way a mound surmounted by a granite memorial, erected to indicate the burial spot of the "*noses and ears*" of the Coreans killed during the war with them in 1592-9, waged by Hideyoshi, who is spoken of by some historians as the Napoleon of Japan. Shortly after quitting this curious memento of barbarity we arrived at the temple, a building 389 feet long, extending from north to south, with a depth of 57 feet from east to west. From *Encyclopedia Murray* I find it was founded in 1132 by an ex-Emperor, Toba, but was destroyed by fire in 1249, rebuilt in 1266 by the Emperor Kameyama, who filled it with 1,000 images of the "Thousand-handed Kwannon." In 1662 the Shōgun Jetsuna restored the building—which takes its name, not from its length, but from the 33 spaces between a single row of pillars, from one end of the building to the other. I was much impressed by this remarkable collection of 1,000 gilded images, not unlike an army, standing tier upon tier, surrounding the centre and larger image of their general, a Kwannon, while immediately around him—his staff, as it were—stand his 28 followers. There are said to be 33,333 figures in the collection, this enormous number being made up by the diminutive ones which decorate each of the larger 1,000, and which grow out of their foreheads, "halos," and hands. The effect is fantastical in the extreme, and a close examination of the features of each figure, which stands five feet high, reveals no two expressions alike, proclaiming the artificers of this novel regiment of gods no mean artists. Behind the building is an archery ground, where we witnessed some shooting. In the corridor running the whole length of the building at the back, arrow-holes were pointed

out in the iron-plated pillars, made by practised archers of old, when it was a rendezvous for the exercise of this sport. The exhibition we saw could not be said to emulate them in precision of aim; but this is the age of gunpowder.

We afterwards paid a flying visit to the Kyōto Museum, where we saw many ancient Buddhist statues in wood and metal, fine lacquer, and rich embroideries, and some real Gobelin tapestry, musical instruments, including the "Biwa;" after which the lake visited the day before—as I previously mentioned was named Armour—weapons, and a multitude of objects of interest to antiquaries. Making our exit, we steered for the temple of Kiyomizu, through a quaint and narrow, steep street, lined on each side with shops filled with gaily-colored porcelain ornaments of every kind and shape, and at last reach—always uphill—the temple, which I was informed was built with specially selected and precious timber, collected for the erection of a temple at Nikkō, which we are to visit later on. The timber was abstracted by a member of the committee appointed to rebuild the old edifice in his enthusiasm for the cause, but conscience afterwards smiting him, he committed suicide, by disembowelment (Harakiri), the old method of Japanese suicide, for his sin, and, it must be hoped, obtained absolution for his ghastly self-immolation. The five-storied pagoda, Yasaka (early seventeenth century), deserves examination, as do all the buildings comprised in the enclosure. A splendid view of the city is obtained from the high plateau on which they are situated, the site of the temple being picturesquely chosen in an amphitheatre of green-wooded hills, the soft plash of a cascade lending an additional and restful charm to the *tout ensemble.* This ended our day's doings, and it having been a little sultry, we were glad to return and refresh ourselves with a bath before dinner.

Next day, Sunday, we rested in the morning, and in the afternoon, under the courteous guidance of Mr. Kobashi, Secretary to the Governor of Kyōto, we visited the Higashi Hongwanji, a new temple completed in 1895—the original building, founded in 1692, having been destroyed by fire in 1864. As we approached the immense buildings—the larger, or main structure, being 126 feet in height and 230 feet in length—it was seen to be new from the fresh appearance of the outside decorations and embellishments, and when we wandered through its dazzlingly golden interior, its recent completion was even more marked. It is built after the Buddhist model of all Hongwanji temples. This sect of Buddhists is distinguished from the many others by the priests being allowed to marry and wear their hair. Speaking of hair, I must not omit to mention that we saw a great rope, one of 53 coils,

at least four and a-half inches in diameter, made entirely of ladies' tresses. The length of the longest coil is 60 fathoms (360 feet). These cables were supplied to the temple in construction for raising the heavy timbers into place. The hair was presented by the fair believers, who had shorn their luxuriant locks for the glory of their gods. This is, so far, the most gorgeous temple interior yet visited, with its great wooden, gilt pillars and ceilings, its altar of gold, and its paintings. There is a portrait on each side of the altar, one of the Prince who first introduced Buddhism to Japan 1,100 years ago, and the other the first high priest of the sect, whose descendants have held the office in unbroken and hereditary succession to this day. The great golden screens, painted by celebrated artists, and enclosed in massive lacquer frames, are also very beautiful. In fact, all the decorations are the richest of their kind, and the halls and corridors are vast and imposing, including the reception-hall, where the Emperor's messenger is received. We also saw the Imperial seat for the Emperor's accommodation when he comes to offer his devotion. The second temple, dedicated to the founder, was equally beautiful. The carvings above the various openings between the pillars were very fine in both temples. More than a million yen (£100,000) was contributed by the faithful in specie and kind for the construction, the kind consisting mainly of timber, specially selected and of beautiful grain.

Leaving these brilliant precincts, our chaperon conducted us to the high priest's villa near by, built, and the extensive landscape gardens laid out, some 800 years ago. These latter are most tastefully designed. Artificial lakes and pools, connected by rustic bridges, bordered by rare plants, flowers, cherry trees, and aviaries of brightly plumaged birds, peacocks strutting the well-kept lawns, made up an ideal country home in the heart of the city. The present high priest is related to the reigning sovereign. Tea, cigarettes and sweetmeats were served during our visit, after which we made our way to the second, or western temple, Nishi Hongwanji, and, like the eastern, is of immense proportions and 250 years old. Its decorations are, more or less, a replica of the other, but dimmed slightly by age. It was used as a palace by Hideyoshi, and we entered the room in which this sanguinary ruler was wont to have the heads of his enemies killed in battle presented to him for inspection and identification. We also saw the "geese-room," painted by an artist of the epoch, carvings showing those birds in all stages of plumage, by Hidari Jingorō, who, history relates, was a left-handed sculptor. The "Chrysanthemum-room" was also shown us, where the two young

English Princes, George and Albert, were lodged at the period of their visit to Japan some years ago, there being no hotel of note in which to receive them. The Reception-room opening from it was sub-divided by golden screens into dining and sitting-rooms, also a bed-chamber for the attendants on their Royal Highnesses. The cedar doors, the great "kiri wood" tablets, fashioned from a single transverse section of the producing tree, all bear beautiful paintings by noted artists. The profusion of old lacquer and *ciselé* metal-work are worth loitering to examine, and no visitor to Kyōto, be he ever so hurried, should miss these two temples. the value of the lesson conveyed by the contrast of the new and the old arts being most instructive

We finished the day by taking train for SAGA, to witness the gaieties in connection with the opening of Oigawa river, a tributary of the Katsura, an annual ceremony which partakes of a lantern and fireworks carnival, on shore and afloat. We had an excellent position, in a large Japanese restaurant on the banks of the river immediately opposite the end of the rapids in a picturesque gorge, and had an uninterrupted view of the gala scene. Thousands of many-coloured lanterns, suspended in long festoons from tall bamboo poles, lined both banks of the river, and the people who thronged all the approaches mostly also carried a lighted lantern. The boats were similarly decorated, and lanterns could be seen peeping from the tree-branches for a long way up the high, wooded hills rising at the back. The twang of stringed instruments rose occasionally to us, then a brilliant pyrotechnic display would intervene; dancing-girls and geishas, in bright-colored, soft silks, hovered around, and the scene was fairy-like and charming in the extreme. No noise or disturbance of any kind came to mar the harmony that reigned everywhere, and, in company with the thousands who filled the trains, we returned about midnight to the hotel, after a most delightful evening.

I have to record another interesting day on Monday, which we commenced by taking train to BABA, in the neighborhood of Lake Biwa, and thence jinrickisha to Ishiyama-dera, a temple surrounded by a number of buildings, erected on a stony plateau, with huge blocks of dark-colored rocks of grotesque shapes in the centre, and utilised in the design of the *tout ensemble*, which is a very picturesque one on the side of a densely-timbered hill. The approach is made through over-arching maple trees, which are famous for their autumn beauty, up a flight of steep granite steps. This monastery was known as one of the 33 holy places in Japan, and founded in A.D. 740 (*vide* Murray), was destroyed by fire in 1078, but rebuilt by Yoritomo a hundred years later, and the

River View, Kyōto.

present main temple was built by Yodo-Gimi, widow of Hideyoshi, of whom I have already spoken, towards the end of the sixteenth century. Its name, Ishi-Yama-dera—*Anglice*, the Temple of the Stone Mountain—is derived from the presence of the rocks referred to. The spot was happily chosen, and most romantically situated, which, doubtless, explains its choice as a residence for meditation and study by a poetess of A.D. 1000, known to fame as Murasaki Shikibu, whose inspiration for the composition of a classic, called "Genji Monogatari," must have been aided by her beautiful surroundings. The platform upon which she is said to have stood to gaze upon the moon silvering the still waters of Lake Biwa at her feet, was in excellent preservation. Fine views are obtained from all points of the enclosure, and, in the blue distance a mountain named Fuji, from its close resemblance to its famous namesake, is clearly outlined.

After a hurried visit to the interior of the temple—where, however, it was too dark to distinguish anything very clearly—we prepared to leave, first entering a small apartment, said to have been occupied by the authoress in question, and were shown the ink-slab used by her, and a manuscript accredited to her own fair fingers. After a cup of tea at an excellent tea-house, where we were presented with a dainty fan—and in the course of my tour I have received many such—we started for LAKE BIWA CANAL, and arrived at the place of embarkation at 4.35 p.m., when we at once got aboard the canal boat, and left for our novel journey through this artificial waterway, to Kyōto.

We first entered a tunnel pierced under Mount Koseki, a small, naked lamp hung in the bows of the boat being our only light in the impenetrable darkness. We kept to the right, as boats coming from Kyōto, against the stream used the left, and haul themselves along with the aid of a wire rope fixed to the walls of the tunnel, and when in the open are propelled in the ordinary method by tow-line along a towing-path. It took us exactly twenty minutes from end to end of this first tunnel. Two air-shafts to the upper atmosphere of the mountain—glancing up one of which I caught a glimpse of green waving branches above—threw a peculiar, weird ring of light on the surface of the water as we passed swiftly on, and made an agreeable diversion. Emerging into the open country beyond, our boat traversed green meadow lands and wooded slopes, passing a number of villages till we came to the second tunnel, which only took us three minutes to get through, the first being over a mile and a-half long, the second but 411 *feet, and the* third slightly over half-a-mile—negotiated in *eight minutes. Along* the course of the canal I saw many water-

wheels using its power for various industries, but its great volume of force is brought to bear in generating electricity for lighting the city of Kyōto; also, for spinning, weaving, pumping water for bath-houses, and in many other minor industries. When the 2,000 horse-power it represents is entirely availed of, a local authority states, it will bring in a yearly revenue to the city of 117,000 yen (£11,700). It also drives an electric-tramway through the city, and all this is due to the enterprise and business acumen of Baron Kitagaki, who was named Governor of Kyōto in 1881, when the fortunes of the once imperial city were at a low ebb, and recognising that something must be done to retrieve its departing prosperity, hit upon this canal scheme, which was begun in 1885 and completed, in its 7 miles of length, in 1890. We reached the top of an incline, where the boat is received in a species of iron cradle and lowered to the next level, this descent having been deemed too rapid to lock, in one hour and five minutes. Leaving our boat here, we proceeded in 'rickishas the remainder of the journey to the hotel, visiting Mr. Kinkozan's porcelain factory on the way. He most obligingly showed us through his workshops, and the whole process of manufacture was followed and explained as we went along. This delicate ware is first baked twice at a white heat, then painted with the desired design, when it is again baked, and painted anew. According to the quality of the article, it is sometimes baked but once after painting, the more expensive articles, however, requiring to be fired and painted three and four times. Five different clays are mixed, in proper proportions, for the production of this ware, the clay being obtained from the neighborhood of Lake Biwa It was most interesting to watch the workman dump a mass of shapeless clay on a flat, revolving wheel before him, and with a few deft handlings evolve an elegantly shaped vase in a few seconds. The painting studio was also visited, where exquisite designs, the minutiæ of which were most intricate and almost imperceptible to the naked eye, were being limned by experienced artists. On our way back to the hotel we passed a temple, recently erected in the old style of architecture to commemorate the removal of the Court from Kyōto to Tōkyō in 1868.

On Tuesday the day was commenced with a journey to Hōzu-Gawa in 'rickishas, with two coolies each, as we had a three-hour's ride before us to the point of embarkation for an exciting trip down the rapids. Threading the long city streets, which are laid out, by-the-way, very much on the same plan as Melbourne, in rectangular outlines or blocks from north to south and east to west, and divided into nine districts called "Jō." The streets run parallel and at right angles, the main

Foot of Rapids, Kyōto

arteries being numbered from east to west 1 to 9, thus, "ichi jō," "ni jō," meaning No. 1, No. 2, and so on up to 9; these, in turn, are intersected by other streets from north to south, and narrower lanes at regular intervals. Leaving the confines of the city behind, we reached the open country, bowling along through roads bordered by the ever-present rice fields and luxuriant market-gardens, where once stood busy, prosperous streets, in the halcyon days of Kyōto's Imperial glory. Village after village was passed, humming with life and loading up its long, two-wheeled carts, drawn by a straw-shod ox, and carefully protected from the sun by a mat covering his entire body, and supported by bamboo-ribs, fixed to the home-made saddle of wood and straw. These long, narrow carts carry a huge load, admirably balanced, of wood, charcoal, rice, saké, and other products of the neighborhood. Making a short halt to rest the coolies and refresh, we started again up a long stretch of hilly country, between thickly-wooded mountains—a thin stream of bright crystal water dancing merrily over its rocky bed at their feet—and on through gorges of picturesque beauty, until we reached a tunnel dividing the Kyōto district from Tamba, on the other side, which is entered when the tunnel is crossed. We went down the steep valley—rich, like everywhere else, in vegetation—at a great rate, one of the coolies going to the rear of the 'rickisha to act as a brake. The pace was kept up until we reached Hōzu-Gawa at noon exactly, the three hours having been filled up to the minute. While waiting for the long, light, flat-bottomed boat to be got ready, the person in charge produced a visitors' book, in which we were invited to write our names, nationality, and the date, whether with a view to tracing our friends in case we should never reach our destination, or simply as a record, deponent sayeth not. Turning over its pages, I read names of travellers from all parts of the earth—England, of course, being largely represented, also America, Australia contributing a good number of signatures, too. Among others I noted the Hon. Toohey and party, and Mr. Rabone, both of Sydney, dated but a few months back. Germany, Russia, France, Belgium, Italy, even the Philippines, had signatories. We started down the rapids at 12.24 p.m., four coolies manning the frail craft, one at the stern, another at the raised prow armed with a long bamboo pole to keep us off the rocks, and two paddling on the starboard side only. Our 'rickishas and men were also embarked. From the time we started until the end of the journey—these being the first rapids I had shot—I experienced a number of varied sensations—suspense, surprise, delight, fear lest our poler would miss a rock, *or break his pole;* the latter he did once, but steered us from the

danger very calmly with another he immediately picked up from a number at his feet. Sometimes we would be rushing at the speed of an express train through boiling, seething waters round great black rocks which looked as if we must strike, when we would shave them within a hair's-breadth and continue our mad career until we floated into a calm, still pool in safety, when a sigh of relief would follow until we started again, an intense feeling of exhilaration would then overpower every other emotion, now that the first apparent danger had been so easily avoided. These alternations of feelings continued until we reached ARASCHI-YAMA, at the foot of the Rapids, in exactly one hour and sixteen minutes, through exquisite scénery, between hills rising perpendicularly from the river bed, broken at intervals with lovely valleys and gorges, down which mountain streams poured into the rushing waters of the rapids in waterfalls and cascades of charming beauty.

On arrival at ARASCHI-YAMA, much frequented in early April for its cherry-blossoms, and in the fall of the year for its exquisite autumn-tints, an adjournment was made to the tea-house, Koto-kiki, at the foot of a bridge spanning the river we had just descended, which is noted as the spot to which a messenger was sent by his Imperial master to endeavor to persuade a recalcitrant maid to return with him to the palace, she having taken refuge in the neighborhood to escape importunity from both her noble lover, and a humbler wooer, whom it was thought she favored. The messenger, halting at this spot, heard the sound of the Kōto, a thirteen-stringed Japanese instrument, and, as the maid was known to be an accomplished performer upon it, he started in the direction of the sound, hence the name by which the tea-house is known—("koto," the instrument, "kiki," to hear)—and soon discovered her retreat. But the lady was adamant to all his persuasions, and to effectually escape further persecution she entered a religious order, in which condition she ended her days, her tomb being pointed out to us in the centre of a thick grove of bamboos a short distance from the river bank.

Leaving this romantic spot, we started in our 'rickishas for Kinkakuji, a monastery over 500 years old, of the Yen sect, that earned great celebrity from its golden pagoda of three stories, the upper one having been, originally, thickly coated with gold; floor, ceiling, balustrades, everything was gold-covered, and can still be traced in places that have remained inaccessible to the enterprising tourist. The pavilion is prettily situated, overlooking a lake dotted with little rocky islets, and alive with gold-fish and carp, who come to be fed by the visitors at the clapping of hands.

In the full tide of its golden glory, and in the sun's rays, the brilliance of the building must have been blinding. Now, alas! it is very dingy, but the beauty of its entourage compensates for its departed splendor. An amusing little tot of a guide, who could not have been more than 7 or 8, piloted us through the grounds, stopping at several points of interest made celebrated by the builder of the palace, Yoshimitsu, an old Shōgun, who had here washed his hands at a small fountain, there drank tea, which was recounted by our youthful chaperon in a most consequential way, which was most amusing. We afterwards inspected the apartments, conducted by the resident priest, who drew our attention to the many beautiful screens and "kakemonos" (hanging scrolls), painted by famous artists, and other relics sanctified by extreme age. At the end of our visit the priest very courteously invited us to partake of a bowl of specially prepared tea, dispensed in the old ceremonial manner, called "Cha-no-yu." I here reproduce a description of this tea ceremony, contributed by Mr. Barding Smith to the Japan Society, London, and which appeared in the *London and China Express* of March of this year:—

The term "Cha-no-yu" is not, as may be imagined, a translation of the words "Tea Ceremony," but means literally "Hot water tea," or as it would read in French more elegantly "Thé a l'eau chaude." After some historical allusions to the introduction of tea into Japan, the author said: There seems to be very little doubt that the drinking of tea, which commenced with the priests and religious orders, gradually developed into an excuse for a congenial gathering of friends and retainers, sometimes for political purposes, sometimes for learned or religious discourse, and later on with a more ethetic object. The very rules and regulations of Cha-no-yu point to its religious origin. The first meetings were, no doubt, held in the temples, situated in groves of beautiful trees, with picturesque surroundings; consequently when these meetings came to be held by people in the towns they tried to imitate these conditions by celebrating the tea ceremony in a little room, apart in a garden, often strewn with pine needles, to carry the resemblance still further; and again, one of the rules of Rikiu, the greatest of Cha-jin (tea experts), enforced the necessity of abstaining from frivolous conversation, while everything connected with the Cha-no-yu had to be performed with the utmost ceremony and decorum. It is difficult to decide exactly when the *first rules* for Cha-no-yu were drawn up, but the *earliest actual authenticated* account we have of rules occurs during *the time of Che Shōgun* Yoshimasa (1443-73), when the country *was at peace for a time.* Yoshimasa, besides entertaining his

friends and retainers at tea, used to reward his fighting men with presents of valuable tea utensils instead of swords and arms, as was formerly the custom with feudal lords; probably he was anxious to encourage the arts of peace after such a long period of war and bloodshed.

When Rikiu took in hand the reformation of the tea ceremony the country was impoverished by long periods of warfare, and it was therefore deemed advisable to inculcate principles of extreme simplicity in all matters connected with Cha-no-yu, cheapness and simplicity of materials were considered a *sine quâ non*, hence later on they became so much a fashion that the value of the originally cheap utensils rose to such a pitch they became extravagances. The room was decorated according to the severest style, rough plaster walls, plain white paper shoji (sliding doors), woodwork of naturally-grown branches, very often with the bark left on, and a ceiling composed either of shingle, boards, bamboo rafters overlaid with reeds, or plaited rushes. It is said that Rikiu considered the fundamental principle of Cha-no-yu to be politeness, and he is regarded as the restorer of this art. He said that a tea-party demanded as its essentials purity, peacefulness, reverence and abstraction. He made many alterations and improvements, rendering the ceremony less tedious and elaborate. After Rikiu came his favorite pupil, Furuta Oribenosho, who improved on the system, returning more to the older usage, and in contrast to him Kobori Masakazu, who still further varied the ceremonial by introducing a profusion of rich and beautiful objects of various kinds, thereby departing from the severe style of Rikiu, and going back to the ornate usage which prevailed during the fourteenth century, when every kind of luxury and extravagance were connected with the ceremony. Before closing the historical part, I must not omit to mention a base use of which Cha-no-yu was sometimes put. It is said that Kato Kiyomasa, Hideyoshi's great general, and the conqueror of Corea, was poisoned by means of arsenic at a tea-party. By the command of Iyeyasu, who ordered one of his retainers to act as host, and invite him to a Cha-no-yu meeting, it is said that the host drank to induce Kato to do the same, knowing it to be certain death, and died in consequence, while Kato's hardy constitution resisted the poison for some time, but ultimately gave way—an instance of feudal fidelity worthy of a better cause.

We now come to the details of the actual ceremony. Custom required that no more than four guests should be invited; the chief guest, who was generally chosen on account of his experience and skill in Cha-no-yu, acted as fugleman or spokesman of the

ENVIRONS OF KYŌTO.

others; he sat near the Yokonoma, to the left of the host, and nearly facing him; everything was offered first to him, and the requests of the other guests were made known to the host through him.

The room (Cha-shissu) in which it was held was usually of small size, of 4½ mats, about 9 feet square, and was generally built in a garden apart from the house. On one side of this room was a sort of kitchen, called Mizu-za (water-room), in which the host kept the tea utensils, and not very far from the tea-room was a covered bench called "Machi-ai," (loin rester), or small pavilion, where the guests assembled. The garden was tastefully arranged with rocks, shrubs, sometimes miniature lakes and landscapes, with stepping-stones leading from one part to another. When the guests were all assembled they signalled to the host by knocking on the gong. The host came forward to meet the guests and conducted them to the door of the tea-room. All having entered, they sat down facing the host, who exchanged bows with each one; everything was politeness, even the act of entering the room through the low door necessitated a low bow. While the host had gone to fetch the materials for the fire, the guests examined the room and its decorations; kneeling before the Yokonoma, they admired the Kakemono and the flower arrangement in set, orthodox terms. The kettle having been placed on the Hibachi with due ceremony, an interval occurred, during which a few words must be said about the different modes of concluding this first part of the ceremony, according to the season. Japanese authorities tell us that the summer and winter modes differed in some respects. The decorations of the room were usually in accordance with the season—chrysanthemums in autumn, peoni in summer, cherry blossoms in spring, &c., the Kakemono being changed with each season, and even the lacquer boxes used often to symbolise the season in the same way.

The host and guests then retired from the room, and during their absence he took the opportunity of sweeping out the room. Then, as soon as the water began to boil, he rang a bell, or sounded a gong, as a signal for the guests to re-enter the room. Having come back, he set food and "saké" before them, offering each first to the chief guest. All the guests were supplied with white paper to wrap up the portions of food which they could not eat, so that nothing might be left. The meal generally finished with sweetmeats. The food partaken of was usually simple, and latterly was supposed to be in the style of the sixteenth century.

The chief business of the meeting now commenced. The host brought in separately, and with much ceremony, the following

articles:—a table of mulberry wood, about two feet high (sometimes this was dispensed with), a cha-ire, a tea-jar of lacquer or pottery—preferably the latter. as the little stoneware jars were often of great value and antiquity. They usually had ivory lids, and were carefully wrapped up in silk brocade bags, which were often made out of the dresses of celebrated persons. (The most highly prized of these cha-ire were those made at Seto by Kato-shiroyemon, or Toshiro, as he was called, who went to China in 1225 to study pottery for five years, and brought back with him materials for making pottery; those made of Chinese clays were the most esteemed.) The host returned once more and brought the water vessel (Mizu-sashi) for supplying the kettle. This Mizu-sashi was often of very old fabric and extreme roughness of design and modelling, while others were of elegant shape and refined workmanship, the chief beauty of all of them being in the glaze. Then the tea-bowl (Cha-wan); this was a vessel of the greatest importance, and highly prized by the tea amateurs. The feeling for rugged picturesqueness was nowhere better exemplified than in some of these Cha-wan. Raku wares were well suited to this purpose, these being particularly esteemed by tea-drinkers, insomuch that Taiko Sama gave a seal of gold to Chojiro, the son of the first maker of the ware Ameya, the Corean.

Besides the articles above-mentioned were the slop-bowl (Mizu kohoshi) for washing the utensils, the bamboo whisk (Cha-sen) for stirring the tea, the bamboo spoon (Cha-shaku), and the silken cloth (Fukusa), generally purple in color, which was used to wipe the tea-bowl, and other articles. This cloth had to be folded in a prescribed manner, and placed in the breast of the host's dress after each occasion on which it was used. All the tea utensils were cleaned and wiped, and the host, taking one of the tea-jars out of its silk bag, put two spoonsful and a-half of the powdered green tea (Mat-chu) into the tea-bowl. (A word in passing about the tea—it was ground to a fine powder in a handmill, and not used in the leaf as we use tea.) Hot water was now poured on the tea in the bowl, either by means of the ladle (Shaku), or, if the water in the kettle was too hot, from a kind of jug or kettle called Yu-zamashi (water-cooler) in which it had been cooled down, for boiling water is not suitable for Japanese tea, as it makes the infusion too bitter. When enough water had been poured on the tea to make it about the consistency of pea-soup it was stirred sharply with the bamboo whisk until it frothed on the top, and it was then handed to the chief guest, who sipped it, and asked where the tea came from—if from any celebrated garden or not. The chief guest having drunk, he passed to the next person, who in turn passed it round until it reached the host, who drank last.

A Tea Party on the River Bank.

When the host had finished drinking, he always apologised for the tea, saying what poor stuff it was, etc. This was quite the right thing to do, and after that the empty bowl was passed round for the guests to admire, as it was often a piece of great antiquity, or of historical interest. With this the ceremony closed, and after further washing of cups and pots the guests took their leave, the host kneeling at the door of the tea-room as they passed out, and receiving their compliments and farewells, with many bows and obeisances.

Sweetmeats were also presented in small lacquer trays. Altogether, the whole visit was much enjoyed, and as time pressed, and our day's work was not yet over, we pushed on to the famous silk-weaving establishment of J. Kawashima, at Nishijin, and saw the very interesting and intricate hand-weaving of the most beautiful fabrics imaginable. Both men and women were engaged in the work, and their spotless, delicate fingers manipulate the countless shuttles of many colored silks, and gold and silver threads, with a dexterity and rapidity that the eye could scarcely follow. The art fabrics of this house have attained world-wide celebrity among connoisseurs, and the first medal ever bestowed for productions of this kind was awarded to this manufacturer by the Emperor of Japan, on the 14th December, in the fourteenth year of "Meiji"—(the term "14th year of Meiji" signifies the 14th year of the present Emperor's reign his Imperial Highness having adopted the name of Meiji when he ascended the throne, to convey the meaning of "the reign of impartiality.") Besides this distinction, the Russian, German, Austrian and Dutch Courts have vouchsafed their patronage and custom, the first-named having granted the use of the Tzar's monogram as a trade sign. I was fortunate in seeing the finishing touches given to a large piece of silk-weaving, 15 ft. by 12 ft., and representing an old and obsolete custom of a temple near Osaka—the next city to be visited—in the exposure once a year to the sun's rays of all the old silk habiliments, relics, armor, treasures, etc., contained in it—in other words, for an airing. The large number of different objects to be woven in such a design to represent this custom will be readily conceived, as also the time it had taken to complete it, viz., from April of last year to August of the present one—sixteen months of the ceaseless labor of a number of artists engaged specially on the work. It is valued at 10,000 yen (£1,000), and is destined for the Paris Exposition of 1900.

It was now *six o'clock*, so we hurried on to pay our last visit, *namely, to the cotton-weaving* factory of Mr. Tsuji (Gonikai Kyōto Cotton Flannel Co., Limited), where 450 workpeople were seen

tobacco, but which contributes to the weight nevertheless. I saw fifty American machines busy shedding ready-made cigarettes so quickly as to defy counting, though an automatic register attached to the machine records every one that passes out of its long tube, like nothing so much as a sausage-machine. This marvel in machinery receives the tobacco in bulk at one end, rolls it into long, thin coils, presses it into endless paper cylinders, prints it with the name of the cigarette and maker, gums the edges, and finally cuts them into the required length ready to be smoked, when they then fall into a receptacle, where a deft-handed lassie takes them and ranges them in regular order in large perforated boxes, which are then removed to drying-rooms and afterwards packed in tinfoil and cardboard boxes, with the usual accompanying picture; these are again packed in larger boxes, ready for the tobacconist. The bulk of the employees are young girls of 12 and upwards, some doing piece work, others on wages, and Mr. Murai assured me the youngsters earned more than their elders. Some of their motions were so rapid that the eye could not follow them, the presence of their employer and his three visitors in no way disconcerting them. They work from 8 to 10 hours daily, and earn from 25 to 30 sen (about 6d). In the dry season the works are kept going day and night. The power used is electricity, generated by the waters of Lake Biwa, though steam is availed of for working the drying cylinders. One hundred and fifty clerks are employed to perform the office work for this great industry.

Leaving the factory, we started to pay our last visit in Kyōto, to the old and principal monastery of the Jōdo sect, in the eastern part of the city, and climbing many steps, stood at last near the great bell tower, containing a huge bell weighing over 70 tons, nine and a-half inches thick, and close upon 11 feet high, which dates from the early seventeenth century. We wandered about the enclosure, and enjoyed some very charming views of the city, ourselves standing among great trees growing thickly about the monastery, which, Murray states, was founded in 1211 by by Eukō Daishi, a learned priest devoted to the study of theology, who promulgated a doctrine of salvation, or the road to the "Pure Land," from which originated the sect Jōdo (Pure Land). Most of the present buildings date from 1630. Time would not permit of our entering the various buildings, whose art treasures are well worthy of inspection. We made our exit through the great two-story entrance gates, 80 feet in height, and hurried to the hotel to prepare for our departure from Kyōto, having seen a number of its temples and made delightful excursions in its environs, visited its principal industries, and circulated in most of its streets, where a population of 343,000 souls have their being.

foreign incursion and trade. The people were ignorant of our Western methods and civilization, though impressed with its great advance, in many ways, on their own. They, therefore, made a virtue of necessity, and welcomed more or less cordially our advent, and gave us high places in the land, but, unfortunately, many took undue advantage of their opportunities, and by their conduct jeopardised our *prestige*, but the Easterners bore with it until they had acquired the arts with which we were familiar, and we were gradually dispensed with. It is now the exception to find a foreigner employed in Japan.

Next morning the steady downpour continued, but, getting finer towards the afternoon, we started for the gardens of the Marquis Asano (Sentei), twenty minutes' 'rickisha ride from our hotel (Nagamura), through the bustling streets of the city, which were resuming their wonted activity after the idleness of the last two days enforced by the bad weather, whose severity was evidenced by the gangs of laborers we met repairing the streets from the inroads made by the unusual violence of the rainfall. The paths in the gardens had likewise suffered a good deal, but the rich vegetation of the picturesque pleausance looked delightfully green and fresh after its plentiful watering, the ornamental lakes overflowing their banks and laving the foot of the fantastically-shaped rocks and dwarf pines placed here and there on their borders to aid the effect of the landscape, which was also added to by the quaint semi-circular bridges spanning the mimic inlets. Here and there an old stone lantern on an infinitesimal island aided the general effect. We could only devote a short time to viewing the outside of the old Castle (*en route* to the station) to which there is no admission, but the keep – five stories high — was mute evidence of its one time importance. Its enclosure is now used as a drill-ground for the large garrison stationed in Hiroshima. We just found time to ascend the hill of Futa-ba-Yama, whence we obtained a splendid view of the city, through which the several arms of the Octagawa was seen intersecting it, with the ocean away in the distance to the left, and we could faintly discern the island of Miyajima, our next *point d'appui*, and many others in the famed Inland Sea.

Leaving this lovely panorama, we journeyed to the station and caught the 2.36 p.m. train for the mainland station of Miyajima—an hour's run only—through charming scenery, on the Sanyō line. This company's track has the deserved reputation of traversing some of the finest country in Japan. The carriages are also very well appointed, and the speed rapid. As we approached our destination we skirted the shores of the Inland Sea, and its

I arrived at the palatial Ōsaka Hotel in a happy frame of mind, which was heightened later on by a refreshing bath, thoughtful attendants, and the best cooked dinner I have sat down to since my arrival in the country. The morning broke promisingly, and we started early on our visits in this, one of the most important commercial centres of the Empire, with its growing forest of smoke-stacks, and boasting a population of over half a million. The Welcome Society of Tōkyō having anticipated us with the necessary permits for visiting the Castle and the Mint, delay in obtaining these was avoided. We took the castle (O Shiro) first, and arrived, after a quarter of an hour's 'rickisha ride, at the gates of the outer moat, a wide sheet of water bathing the foot of the massive walls, which looked as if able to withstand any attack. Presenting our credentials to the sentry on guard, he passed it on, after examination, to the guard-house within the great iron-sheathed gates, which were hung to the huge blocks of granite forming the walls. Some of these blocks were forty feet in length and ten in height and many in thickness. We crossed the drawbridge to the inner moat, now overgrown with grass, and, so on into the castle grounds and buildings which, with the court-yards, cover a sufficient area to contain a good-sized town. Verily, Hideyoshi was a great man, for it was he who designed and built the fortress in 1583, with the assistance of labor which he drew from all parts of the Empire, and completed it in two years He is responsible for many other palaces and temples in the land, and with his many victories, deservedly won the title of the Napoleon of Japan. In 1868, the buildings within the castle walls were destroyed in a few hours by a mine laid by the Tokugawa Shōgun party during the Civil war just prior to their retreat and downfall. In the centre of the enclosure, and beside a raised plateau on which the donjon once stood, and from which an excellent bird's-eye view of Ōsaka, its chimneys, river, and network of canals and bridges, as also a refreshing view of the sea, is had. Great reservoirs have been built, and powerful pumps keep them filled from the river, for the water supply of the city. The buildings which remain are utilised for the Osaka garrison. The mid-day gun is also fired from the castle, and regulates the watches of the citizens, who may be seen drawing them for comparison from the sashes of their kimonos on all sides. This noonday gun is almost general in the cities I have visited.

Leaving this ancient stronghold, flanked by its picturesque keeps at the corners of the battlemented walls, we pursue our way to the Mint, which was established for the coinage of gold, silver and copper coins in 1871, and organised by English official

HAKAU—LAKE SCENE, MIKADO'S SUMMER PALACE CROWNING HILL.

When about to leave Ōsaka. my companion, who has a near relative living in the city, left me to pay his adieux, and I asked him on his return—not having noticed any demonstrations of affection, as we understand them, since my arrival in Japan—what form these took when either meeting or leaving a dear one; "I suppose," I added, "you kiss each other?" "One never kisses in Japan," he replied, "nor indeed do we ever shake hands. Our salutations are simply spoken, accompanied by bows and smiles of greeting; that is all."

As the ladies wear their hair in such elaborate fashion, which takes considerable time in dressing, and is only taken down very occasionally, this may perhaps account, in part. for the absence of close embrace amongst them, which might disarrange their tresses. Be that as it may, I am glad the tonsorial arrangements of our fair ones are simpler and the possibilities greater.

KAGO, OR PALANQUIN.

We left Ōsaka at 11.30 next morning for

HIROSHIMA,

the furthest point west we are going on our present tour, having taken the western portion of it first, in order to finish it before the extreme heat of summer was upon us, when the mountain breezes and cooler airs of Nikkō, Hakone, etc., will be more grateful. *We passed through* Kōbe *en route*, where a number of Europeans *joined the train*. and it was quite refreshing to hear one's mother *tongue spoken* again. I got into conversation with a Russian

We next visited the Nijō Castle, built in the early part of the seventeenth century by Ieyasu, one of the greatest generals, says Murray. Japan has ever produced, and were much impressed with the magnificence of its decorations, and the lavish use of gold in their treatment. Its coffered ceilings were dreams of beauty, each square section containing different artistic designs in every room and hall, and the carvings were exquisite works of art; some by Hidari Jingorō (early sixteenth century), a left-handed carver, are remarkable from the fact that, although carved in open work, and from one single block, the designs on the two sides are of entirely different subjects, one representing peacocks in full spreading plumage, the other clusters of peonies. Ceilings, walls, screens, are all resplendent in gold; and the paintings, which surround the audience chamber, where the reigning Shōgun received his retainers and vassals on a raised platform, are beautifully executed. The ornamental brass and bronze work decorating portals and pillars is a revelation, and a fit preparation for the stately grandeur which awaits you within. Without, it is surrounded by a great wall, with castellated turrets at its four corners. Guards are seen about the keep, and the idea of a powerful stronghold is fully conveyed. This ended our visits for to-day. To-morrow is our last in this interesting city and environs.

This is the eighth day of our stay, but the time has been filled in with so much of interest that I have taken no account of it. My companion is an early caller, having arranged to visit a large cigarette manufactory. We left the hotel at 9.30 a.m., and headed for Messrs. Murai Bros. & Co.'s establishment, being most courteously received by one of the members of the firm, who conducted us over the whole of the vast buildings, and when the magnitude of their daily out-turn of 12,000,000 cigarettes is remembered, some conception of the dimensions of the concern may be realised. It is the largest single cigarette manufacturing company in the world, and actually employs on the premises 2,000 people, though they give employment to 12,000 in connection with their manufacture. Virginia leaf is used for the great bulk of the trade, of which 25 to 30 hogsheads are converted every day into cigarettes, totalling 360,000 lbs. weight of leaf. Egyptian cigarettes are also made of pure Turkish tobacco, which are supplied to the Imperial household. A packet was graciously presented to me, daintily put up in red silk, and white and gold wrapper. Chinese leaf is also used to mix with the cheaper qualities. The wily Chinese trader, our chaperon pointed out, puts them to no small amount of trouble in compelling them to go over every leaf of the bale in order to discard that which is not

city, could not be visited in comfort under such inclement conditions, so we decided to wait until the weather improved, after coming 200 odd miles to see them. At the same time, I take the opportunity of strongly recommending intending tourists to defer their visit to Japan until the autumn, in October and November, or in the early spring of April, when the country at the latter period is a parterre of flowers, and the unrivalled cherry blossoms are in bloom.

Hiroshima was chosen as a base during the war with China, and the Emperor resided at the castle here during the greater part of the campaign. A naval arsenal is situated within

COOLIE, IN RAIN COAT OF STRAW.

easy distance, where the war vessels were fitted out, but we had no opportunity of visiting it.

Sunday was equally inclement and we continued close prisoners, but the time was lightened by our hosts in recounting the peculiarities of their foreign patrons, citing the usual impatience they displayed as a characteristic to be deplored, and I should like to say that all Europeans coming in this guise make *it uncomfortable* for those who follow them. It was national *idiosyncrasies such* as these that displeased the Japanese when we *invaded their* country after the treaty ports were first opened to

foreign incursion and trade. The people were ignorant of our Western methods and civilization, though impressed with its great advance, in many ways, on their own. They, therefore, made a virtue of necessity, and welcomed more or less cordially our advent, and gave us high places in the land, but, unfortunately, many took undue advantage of their opportunities, and by their conduct jeopardised our *prestige*, but the Easterners bore with it until they had acquired the arts with which we were familiar, and we were gradually dispensed with. It is now the exception to find a foreigner employed in Japan.

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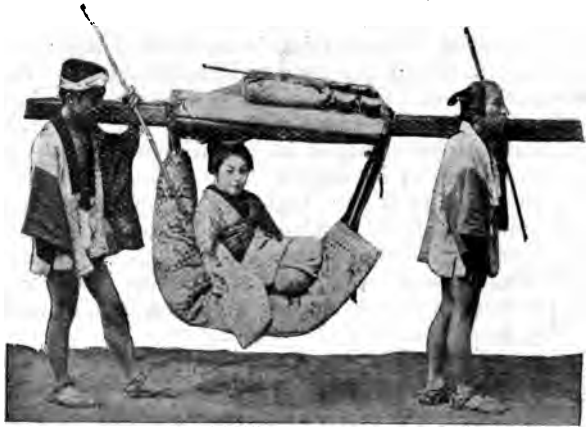
HAKAU—LAKE SCENE, MIKADO'S SUMMER PALACE CROWNING HILL.

When about to leave Ōsaka. my companion, who has a near elative living in the city, left me to pay his adieux, and I asked im on his return—not having noticed any demonstrations of affection, as we understand them, since my arrival in Japan—what form these took when either meeting or leaving a dear one; "I suppose," I added, "you kiss each other?" "One never kisses in Japan," he replied, "nor indeed do we ever shake hands. Our salutations are simply spoken, accompanied by bows and smiles of greeting; that is all."

As the ladies wear their hair in such elaborate fashion, which takes considerable time in dressing, and is only taken down very occasionally, this may perhaps account, in part. for the absence of close embrace amongst them, which might disarrange their tresses. Be that as it may, I am glad the tonsorial arrangements of our fair ones are simpler and the possibilities greater.



KAGO, OR PALANQUIN.

We left Ōsaka at 11.30 next morning for

HIROSHIMA,

the furthest point west we are going on our present tour, taken the western portion of it first, in order to finish it bef extreme heat of summer was upon us, when the mountain and cooler airs of Nikkō, Hakone, etc., will be more [illegible] passed through Kōbe *en route*, where a number of E [illegible] and it was quite refreshing to hear on [illegible] into conversation with

naval officer rejoining his ship at Nagasaki after a week's leave, who spoke French perfectly, and after telling me he had been in commission for three years—the latter part in Port Arthur, which, to use his expression, *n'était pas gai*—he proceeded to say that while on this station he had witnessed a most heart-rending sight, the memory of which would never leave him. It was while at anchor in Port Arthur last year, when a terrific cyclone passed over it, and he saw the entire crew of 250 men of a Chinese gun-boat perish within a cable's length of where he stood, without any possibility of assisting the poor wretches, as no boat could have lived an instant in the teeth of the fearful hurricane blowing, and in a sea that broke over their main-top. Five rocket lines were fired from the shore and reached the doomed vessel, each line bearing a tablet with instructions in English, French, Russian and German of how to use them, but not being understood by the Celestials, the only thing some did was to wind them round their bodies and plunge into the sea, where they sank to rise no more. The next day numbers of bodies were picked up in fragments not one that he saw being whole. The gun-boat had also disappeared entirely. Arrival at HIROSHIMA put an end to our conversation, and, wishing him God-speed, we were soon at the best Japanese hotel in the place, and very comfortable quarters I found them after our 9-hours' journey from Ōsaka, during which it was raining most of the time, so we could not enjoy as much of the scenery through which we sped in our express as we could have wished, though we saw an occasional castle frowning down upon us from some commanding height, and a town nestling under its shelter. This was the first train I had travelled in with dining-car attached, and a very eatable lunch was served for 75 sen (1s. 6d.). At the inn before mentioned I had the honor of occupying the same apartments in which Prince Akihito and the famous ex-Prime Minister, Marquis Ito, were lodged during the war with China, and their autographs were suspended in the rooms on large, dead-gold panels. Both had a proverb attached to them, written by the illustrious nobles themselves, in letters a foot long. The Prince's, being literally translated, read: "A mild and quiet demeanor should always be observed towards your kind." That of the Minister was a characteristic one—"Quick thought will overcome a whale." The rooms had a pleasant outlook over the river Otagawa—some compensation for the wretched weather which still continued, and necessitated remaining indoors. The launch in which we were to take passage to the famed, and beautiful island of *Miyajima*, we were informed was not running, and the *landscape gardens*, which are among the principal sights of this

city, could not be visited in comfort under such inclement conditions, so we decided to wait until the weather improved, after coming 200 odd miles to see them. At the same time, I take the opportunity of strongly recommending intending tourists to defer their visit to Japan until the autumn, in October and November, or in the early spring of April, when the country at the latter period is a parterre of flowers, and the unrivalled cherry blossoms are in bloom.

Hiroshima was chosen as a base during the war with China, and the Emperor resided at the castle here during the greater part of the campaign. A naval arsenal is situated within

Coolie, in Rain Coat of Straw.

easy distance, where the war vessels were fitted out, but we had no opportunity of visiting it.

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decided portent in the campaign which followed. The temple was built entirely of camphor wood, by the great Hideyoshi, and it is said the whole structure is composed of one tree only, which must have been a giant of its species. It is also called the "Hall of a Thousand Mats." An idea may be gained of its size when each mat measures 6 feet by 3. The pagoda, five stories high, which stands near, we could not ascend, but it did not differ much from the many already seen on our tour. We then made our way to the famous temple, nearly all of its buildings having been constructed on piles and stone pillars on the sea-shore fronting the village. The torü, or huge arch, through which we approached it from the ocean, stands out bathed by the waters of the Inland Sea some distance from the landing steps, and is a curious landmark when first perceived as you approach the island, isolated in its *entourage* of water. The temple itself is remarkable for its long galleries, under which you hear the swish of the incoming tide. One of these galleries is 648 feet in length. A number of faded pictures —by famous artists—were pointed out along the walls, and there was also a piece of carving, ascribed to the left-handed artist, Jingorō. We arranged to see the temple and its approaches lighted up after dinner. We hired a sampan, and viewed the temple from the sea, and, there being no moon, it made a most delightful fairy-like picture, with its 750 lanterns shedding their shimmering ripples of light on the smooth waters of the bay; and I would recommend visitors to pay the few yen charged, and enjoy the enchanting sight. It is a fit ending to your visit to this lovely island.

TEMPLE OF MIYAJIMA,
Standing in the Sea on the shores of the Sacred Island of that name. (Tame deer in foreground.)

"KOBE."

Next morning we were up betimes, to get back to the mainland and catch our train to Kōbe, and after a last glorious douche under the waterfall, we started, reaching Kōbe in the evening. A slight delay was experienced *en route*, through portions of the line being flooded from the recent heavy rains, and we had to negotiate the break in a boat, which was a diversion unattended

by any danger and affording some amusement. On the train we were invited by the guard to sign a visitors' book, and examine the previous autographs, *pour passer le temps*, and it certainly afforded us a good deal of entertainment. One recent lady signatory, in the column headed "Titles or Occupation," described herself as "a lady of distinction." I put up at the Oriental Hotel, at Kōbe, a large and well-conducted house, whose polite accountant anticipated all my wants. It was a little strange to again find myself in a European hostelry after my extended experience of Japanese restaurants in the interior. The next day, however, the weather being oppressive, I changed my quarters to the Beach House Hotel—twenty minutes' train ride from the city —at Shioya, and was very delighted with the cool change to the seashore, the hotel being immediately beside it, with large airy rooms and an excellent *cuisine*, bathing-house, and matting laid to the very edge of the water, wide balconies, and easy chairs and lounges in every corner. The town band also plays two nights a week, and last evening its lively strains kept us company at dinner and up to 10 o'clock, on the well-kept lawns on the sea front, all the visitors being scattered in groups, enjoying the ozone and watching the neighboring lights on the densely populated island of Awaji to the left. If the tourist should have sufficient time on his hands, he ought to devote a day or so to exploring this very picturesque island, which, according to legend—and Murray—was the result of the union of the "creator" and "creatress," Izanagi and Izanami, whence the islands of the Japanese Archipelago also are supposed to date their nativity. The island is easily accessible by small steamers, which ply daily from Kōbe. A day may also be profitably spent in visiting the mineral water and hot springs districts, for Japan possesses these, like most other countries.

We left by train one morning at 8.30 to, first, see the famous Tansan cold mineral spring at TAKARADZUKA, whose invigorating properties are sung in varied and fanciful advertisements throughout the length and breadth of the land. In this connection I think it worth while to reproduce an advertisement inserted in the Kōbe papers by a firm which was sued at the instance of the proprietor of the real Tansan water, for infringing his label, and which he lost:—

NOTICE! NOTICE!!

TANSAN WATER,

ISHIMICHI KOSEN KABUSHIKI KAISHA.

The above signed hitherto have got a license for using the trade mark which have been subscribed by the Commercial and Agricultural Department of our central Government since dated 4th April, 1898, and for its sale over all the countries Mr. S. Fukami was standing to work as sole Agent.

Kōbe.

But we have suddenly been caught by an unhappily accident, which is that Wilkinson an English subject who have appeared to the Kobe Kusai-bansho against our business with his unjustly opinion which have resulted with fruitless.

We understand there is no one to mistake to discern a couple of imaginary god for single body of Niwo as Wilkinson. We never thought that our trade mark have injured Wilkinson's trade mark, because our trade mark keeps four characters in its circle while Wilkinson's have none, moreover we have chemical description and explanation of remark in the letter which fitted on the bottle.

After long discussion in the court impartiality Judgment have been sentenced to both party that we are right while Wilkinson unjustness

Our all dearest customers! Please favor us with your kindly orders more than ever.

Y. OHARA, PROPRIETOR, S. FUKAMI, SOLE AGENT,
Motomachi San-chome, Kōbe.

Kōbe, July 5th, 1899.

Another water, known as Hiranō, obtained from a spring in the same locality, bids fair to outstrip its rival in public favor, and is called the Apollinaris of Japan. They are both excellent waters, of which there is a large consumption. We did not delay long here, although the scenery was very attractive, but pushed on to the hot springs of Arima, much favored by Japanese visitors for their remedial qualities in rheumatic and gouty affections. The springs are very romantically situated some 1,400 feet above the sea; a very closely-built town is huddled around them, and bath-houses on the Japanese pattern have been built immediately over them. The baths were large, square and deep, lined with smooth timber, and exquisitely clean. I was allotted one, a little less high in temperature than those usually patronised by the Japanese, who take them close to boiling point (110 deg. Fahr. is fairly warm), and enjoyed the cold and bright crystal douche afterwards, which prepared me for the rather hot two-hours' jinrickisha ride back to the station. We carried away some samples of the dainty basket-work, which is a specialty of Arima, and returned to the Beach House Hotel in time for a late dinner. Cleanliness, I may remark *en passant*, is indeed next to godliness in Japan. Hot water is always used. I was much struck with the number of public bath-houses everywhere. In Tōkyō I was told there were considerably over a thousand of these.

The next day being Sunday, was idled away with a batch of Sydney newspapers just received, and watching the many sails on the waters of the bay, the fishing folk drawing their seines, and, *generally, doing the dolce far niente* in the warm languorous *atmosphere of middle July.*

To-morrow, the 17th, is to be a memorable date, as some of the new treaties with Foreign Powers are to come into operation in Japan, whereby the entire country will become open to foreigners subject to Japanese laws—though all the treaties will not come into force until the 4th prox. However, passports, after to-morrow, will be a thing of the past, and visitors will be allowed to circulate freely in places hitherto inviolate from a stranger's intrusion. I recently read a rescript from his Imperial Majesty the Emperor, enjoining all his subjects to carefully carry out the provisions of the new *régime*, and be courteous and helpful to all foreigners within their gates, and to studiously avoid all friction. There is to be a semi-public holiday in Kōbe to-morrow to celebrate the occasion, and to hand over the foreign settlement to the Japanese, which up to the present has been, like all others in the Treaty Ports, subject to Consular jurisdiction. It is thought that a large influx of foreigners will ensue, and trade develop accordingly with foreign countries. Kōbe is a camping-ground for a good number of Europeans, and the volume of trade done by them is very considerable. The Club is a capital institution, where I saw none but Europeans.

Kōbe is the largest and one of the busiest open ports in Japan, and possesses a healthy climate. The Inland Sea is more easily visited from here, and rail facilities for reaching Kyōtō and its environs, Nara, etc., are of daily opportunity. It also publishes three dailies—*Hyōgo News*, *Kōbe Chronicle*, and *Kōbe Herald*, and has two Japanese theatres. Its population is set down as 183,000. Its shipping facilities will be best understood when I say that from the 18th July to 10th August, I read in the local papers of 15 Nippon Yusen Kaisha steamers alone leaving its port for Europe, Seattle (America), Australia, Bombay, Shanghai, Tientsin, Chinnanpo, Newchwang, Vladivostock, (Russia), Keelung and Otaru, which is eloquent not only of Kōbe as a shipping centre, but of the ramifications of the Nippon Yusen Kaisha itinerary.

Owing to the flooded state of the country when we passed through Okayama, from Miyajima, *en route* to Kōbe, we did not break the journey at that city, but visitors should stop over for a train or two in order to visit the Japanese Garden there of Kōraku-En, renowned throughout Japan as a thoroughly representative one, being free from any imported ideas of landscape gardening, and the result only of Japanese taste in natural pictorial art, in which they admittedly excel, and is a happy blending of mimic lakes, bridges and hillocks in a setting of cherry and plum blossoms, wistarias and other flowering trees,

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There was a celebrity on board the "*Hitachi*," however, I must mention in the person of Kaisow, born at Nagasaki the day and hour of the launching of the ship, and bears the singular mark of a plum-flower (Ume-no Hana) on its back; each petal is taken to represent one of five continents on a background of white-ocean (its fur), and owing to the extreme rarity of such a prodigy in Japan, pussy (for it is only a cat) was presented as a valuable gift to the ship by Mr. Adachi, of Nagasaki, its tricolor marks symbolising, in Japanese feline annals, good luck to ship and crew; she is the special care of the captain's boy, and I would not like to be the one to injure her. A day in Tōkyō, and the next saw us *en route* to famous

NIKKŌ

(or "Mountains of the Sun's Brightness"),

per Japan Railway Company's line, the oldest private railroad in Japan, and who, consequently, should have learned to provide better first-class accommodation for its patrons. It is a hundred-mile journey, which took us five hours and a half to accomplish, the last half hour, however, giving us a foretaste of the beauties we had come to see, in the long avenues of great cryptomerias, beside which the rails run for miles into Nikkō.

The first impressions received of this world-famed district amply confirmed its reputation, and any description of it must always fall far short of the reality, its exquisite situation and transcendental beauty. Nature has cast her riches here with lavish hand, and the Japanese have known how to enhance its loveliness with the assistance of their instinctive artistic taste, for the temples of Nikkō are among the richest in design and decoration, and being remote from busy cities and their smoke, have retained, in a great measure, their original pristine freshness of color and glories of gold, of which latter a profusion has been used, and is dazzling in its brilliance. I go so far as to assert that, in my opinion, it is worth the journey to Japan if only to visit the amazing loveliness of this, one of the fairest spots on the face of the earth, and the Japanese saying, which has passed into a proverb, "that those who have not seen Nikkō, do not know what beauty is," is in no way a fulsome panegyric. It lies some 2,000 feet above the sea, and its climate, therefore, at this season of July, is delightful in the extreme, and, coming from the hot plains of Tōkyō, I keenly appreciated it.

We put up at the Nikkō Hotel, an excellent establishment, *conducted on European* lines, with an exceptionally good cuisine *and bright, airy* bedrooms, from all of which glorious views are

obtained of the surrounding entrancing scenery. It is really difficult to select what to visit first in this fairyland, but we decided to start with the temples, though but a cursory examination could be afforded, owing to the limited time at our disposal. We, accordingly, directed our steps towards the mausoleum of Ieyasu (the remains of this great general were transported here in 1617), through well-kept and wide roads bordered by cryptomerias, which cast cool shades from their lofty branches to the very foot of the rise on which the shrines are built and ensconced in similar foliage. Just as we were about to ascend the steps leading to the great torü, which admits you to the tomb, an official informed us that two of the Emperor's daughters—Princesses Tsune-no-miya and Kane-no-miya, were approaching on a visit to the shrine, and we elected to stop and see these young royalties pass. They were preceded by an officer of rank, and attended by a retinue of richly-attired ladies, the two princesses being clad completely, even to their sunshades, in bright crimson, and made a most effective spot of color against the background of deep greens lining their pathway. They were very young, and graciously acknowledged our low bows. The sentry beside us bent almost double in his hommage, his hand upraised to his képi, in military salute, until they had passed out of sight. Continuing, we passed under the granite torü — over twenty-seven feet high on columns three feet six in diameter—the gift of the Prince of Chikuzen, in the early part of the 17th century. In the same century, a five-storied Pagoda, of chaste design, and over a hundred feet high, was presented by Sakai Wakasa-no-Kami (a supporter of the great Tokugawa family), and its carvings of the signs of the Zodiac are worth examination.

Going up the steps to the gate of the Two Kings, you will notice on the apex of each pillar a curious looking object, intended to represent an animal of mythology, called a Baku. A Chinese authority describes it as "resembling a goat, with nine tails, four ears, and its eyes situated in its back." Yet another states, "It resembles a wolf, with an elephant's trunk, the eyes of a rhinoceros, a bull's tail, and the legs of a tiger, and is said to protect one from evil." Crossing a courtyard, three imposing buildings claim attention, and contain religious treasures. One of the three has carvings ascribed to our old left-handed friend, Hidari Jingorō, and represent elephants, though the hind legs of the animals presented seem to be pursuing an opposite course to those of the fore-quarters, which is, presumably, an artist's license. A tree, protected by a stone railing, is conspicuous on the left, and,

we are informed, was planted by the great Ieyasu. We next wend our way through another court to view the superb gate, Yomei-mon, which, with its rich carvings, crimson and gold colorings, and graceful proportions, ranks as a splendid work of art. We cross yet another courtyard, which admits us to several buildings, one containing huge palanquins used in religious celebrations, and borne aloft by hundreds of carriers, who are thus supposed to bear the spirits of the great Ieyasu, Hideyoshi, and Yoritomo on their shoulders. The main shrine is next visited, and space will not permit me to enlarge on its glories, but its interior is a blaze of beauty and its ceilings exquisite works of art. Some of the paintings are *chefs d' œuvres* of old Japanese masters. In turn, the Shintō shrine of Futa-ara, a very fine bronze lantern, dating

KOSHIN.

Carving above a gateway at Nikkō, representing a Deaf, a Dumb, and a Blind Monkey—objects of devotion—symbolical of their neither hearing, speaking, nor seeing any evil.

from the thirteenth century, and the last dwelling of the Abbot of [illegible] Ieyasu's dynasty, were visited. Other mausolea of [illegible] full of interest to the archæologist, meet you at [illegible] would occupy days to study and admire, for the [illegible] full of intensely interesting historical associations [illegible] Japan. We spent the best part of the day [illegible] and sacred ground, but the inner man, [illegible] tion.

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KŌSHIN.

Carving above a gateway at Nikkō, representing a Deaf, a Dumb, and a Blind Monkey—objects of devotion—symbolical of their neither hearing, speaking, nor seeing any evil.

from the thirteenth century. and the last dwelling of the Abbot of Nikkō during Ieyasu's dynasty, were visited. Other mausolea of less beauty, but full of interest to the archæologist, meet you at every turn, and would occupy days to study and admire, for the whole district is full of intensely interesting historical associations connected with Old Japan. We spent the best part of the day wandering over this classic and sacred ground, but the inner man, even here, required attention.

We returned to the hotel, and next morning were recommended to make the 8,000 feet ascent of Nyohō-zan. The views to be obtained from its several points are said to be unsurpassed, and to anyone fond of the exercise as it must be done on foot—countless delights await him during his six hours' climb. I took

SACRED RED BRIDGE, NIKKŌ.

the matter on trust, and decided instead to go to Lake Chūzenji, which is 4,375 feet above the sea level, and sufficiently high for me, more especially, too, as one is carried all the way. We therefore secured two chairs, and started at 8.15 a.m. for the lake. Our conveyance consisted of cane easy-chairs slung between two stout bamboos, and borne by four stalwart coolies, who showed no sign of distress during the entire ascent of 2,375 feet from Nikkō, though this must be nearly doubled, as the road follows a zig-zag direction, necessitated by some portions of it being precipitous rock, in the side of which the pathway has been cut, and overhangs the torrent falling from the lake, hundreds of feet above us. We passed many tourists in chairs and palanquins, and cavalcades of store-laden ponies, led, in most cases, by women in blue dungaree *skin tights*, who greeted us with a pleasant smile as they trudged along ankle deep in mud, for rains are frequent on the mountains, and the thick foliage overhead prevents the sun's drying rays to penetrate. Several stiff pinches, strewn with large boulders, had to be crossed, but our uncomplaining bearers, as sure-footed as mules, made light of the obstructions, cracked jokes amongst themselves as a harder pinch than usual confronted them, smiled and toiled on.

The more I see of the Japanese coolie, the more am I impressed with his cheerful patience and perseverance under most trying circumstances. We reached our first stopping place — Uma-gaeshi – at 9.45, at the foot of a steep ascent, where the usual tea-house offered its hospitality; thence to the next. The scenery is rugged and wild, and we could not progress very rapidly. We again halted at 10.35 to admire two charming cascades, Hannya and Hōdō, from a narrow plateau, giving a fine, uninterrupted view of them. Here we enjoyed some ice-cold "kirin" beer, in great favor all over Japan, and the coolies had a rest of a few minutes; but the steepness of the next stage was terrific, and though short, lasting but half an hour, another halt was called, my twelve stone of "too, too solid flesh" taxing the muscles of my carriers rather severely. This resting-place is called the "Magnetic Stone," a huge block of magnetic repute, in the centre of a clearing, and surmounted by a stone lantern. The tea-house is, of course, there, *comme de coutume*. After a much-needed rest for our carriers, as the last stretch of road had looked almost impossible, and one marvelled how they could retain foothold, we started for our final stage, stopping for a few minutes to gaze at a most imposing waterfall, called Kegon, which comes down a sheer 250 feet. The plenteous rains having also swollen it to great dimensions, added to its grandeur.

short path leads you to an excellent point of vantage, where a full view of the cascade is obtained, with its huge boiling cauldron of madly leaping water throwing up clouds of feathery spray, over which hundreds of swallows fly backwards and forwards in apparent glee at the jubilation around them.

Pushing on, we arrived at the Lake-Side Hotel, at 12.45 p.m., having been four hours and a half on the journey, including some rather extended stoppages, of course, and we were not sorry to stretch our legs after our prolonged sitting. We found the hotel full of visitors, not alone tourists, but residents of Japan and Shanghai, who come here in the summer months to enjoy the cool breezes. The thermometer registered 65 degrees only at the time of my visit, and warm clothing towards the fall of evening was a thing to be thankful for.

The afternoon we devoted to exploring the lake in a sampan, propelled by a comely maid with amazonian arms, who managed her flat barque as if it had been a perambulator, taking us to little beauty nooks and shaded inlets, where the water was as clear as crystal, and invited you to tumble in. Gathering clouds betokening an approaching storm, we turned the boat's head towards home, across the broad smooth surface of the lake, and reached the hotel ahead of the downpour. Parts of the lake are very deep—558 feet have been sounded with no bottom in some parts—though it shallows in several directions; it is also alive with fish, and I tasted some succulent salmon caught in it the day of our arrival.

A very interesting excursion is frequently made from Chūzenji to the summit of Nantai-zan—about 4,000 feet higher—a sacred mount, forbidden by the priests to be trodden by the fair sex, though I did not hear why. A party of gentlemen left the hotel at 6 a.m., and were back at noon, after having spent a most enjoyable time. One of them said he had never enjoyed such magnificent views as he obtained from the summit, though he admitted he had to climb every inch of the way, but did not regret the exertion.

We left on our return to Nikkō next morning, and were only three hours descending the mountain, making but few halts; one I should mention was at a very humble resting-place near the end of our journey, presided over by a charming little maid named Koma, who provides you with tea and cakes of her own confection, and hands it to you with such grace and bright smiles that one feels inclined to pay in yens what is asked for in sens. *While here I bought* some very beautiful badger and marten *furs. These mammals* are found in the neighboring mountains,

Cryptomeria Trees in Temple Enclosure, Nikkō.

and a considerable trade is done in their skins. Writing of badgers reminds me of the story of the Yank who was watching the ineffectual attempts of a highly-bred dog to draw one from its hole to which it had retreated when closely pursued by his enemy; and our friend, who owned a mongrel cur, offered to draw the quarry with his canine. The owner of the other dog ridiculed the idea of his succeeding where his highly-trained dog had failed, which did not disconcert our American friend, however, who, seizing his pet, thrust him, *tail* foremost, in the hole; the badger, of course, immediately fastened on to it; the mongrel made one dart out with the badger attached, and the Yank scored. The following day I bid a sad good-bye to Nikkō and its surpassing loveliness, hoping the fates may be generous enough, at a date not too remote, to let me re-visit its glories once again.

My last journey in this land of wonders is to the HAKONE district, whither I started at 6.20 one lovely morning from Shinbashi Station, Tōkyō for Kōdzu. I was alone, as my companion of hitherto was unable to accompany me. I found no difficulty, however, in my movements; one can always find someone speaking sufficient English to understand your require ments, and with the assistance of the few Japanese words I had committed to memory during my wanderings, I got along very well. In this connection I transcribe a few in everyday use at the end of this account, which may assist the visitor; a more complete compendium will be found in Murray. I arrived at the first stage, Kōdzu station, at a few minutes after 8, and while waiting for the tram, in which the second section of the journey is performed, I strolled to the beach, and enjoyed the lovely view of islands in the blue distance, and for the first time had an excellent sight of Fujiyama, with its streaks of snow capping the summit, showing dazzlingly white in the morning's sun. Returning, I left for Yumoto, and had one of the most pleasant tram rides I have ever taken. The first part running along the beach until a wide stream, the Sakawa-gawa, is met with; and in crossing it, I noticed, as all strangers must, a number of large, circular open work basket-looking contrivances, filled with small boulders and so placed as to conserve the bank—a primitive, but most effective method. We changed horses at a place called Odawara, which Murray states was the scene of many bloody conflicts in feudal times, waged by the Daimyōs, whose capital it was in 1495, and until 1590, when they were defeated by the Taikō Hideyoshi, who captured their castle by a *coup de main*.

We saw the old ruined walls of the Castle while we waited, and then pursued our way through the picturesque valley of the

Hayakawa, flowing from Lake Hakone, whither we are bound. While waiting at a junction further on for a tram to pass us, coming from the opposite direction, we were treated to a short exhibition of tumbling by a couple of urchins, who could not have been more than 6 or 7. They accosted the car, and went through a variety of astonishing acrobatic feats which would not have disgraced Fitzgerald's Circus.

We arrived at the terminus, YUMOTO, at 10 a.m., and engaging two 'rickishas for myself and luggage, made a start at once for MIYANOSHITA and the famous Fuji-ya Hotel, which is

FUJI-YA HOTEL, MIYANOSHITA.

usually made one's headquarters while in the district. The trip up the 1,000 feet of mountain is very charming, abounding in pretty views of the adjacent hills, the excellent road following the bed of the Hayakawa, which, in places, becomes a rushing torrent. Waterfalls and cascades innumerable occur at the many bends of the road, which lose themselves under it to go and rejoin the river below. The vegetation clothing the steep hill-sides is of the richest, and embowered in cosy nooks at the head of some deep glen, and covered with trailing vines and flowers, is the inevitable

WINTER—STREET SCENE, MIYANOSHITA.

tea-house, giving life to the picture, and a cool draught of kirin beer if you are thirsty. I reached Fuji-ya Hotel at 11.25 a.m., having been just five hours and five minutes on the trip from Tōkyō, and, notwithstanding the several changes of conveyance, owing to the variety of incidents *en route* and the good roads, I was not in the least fatigued. I found the temperature here most exhilarating without being at all cold, and the hotel as perfect as the most exacting could desire. Its situation could not be improved upon; the views from its luxuriously-appointed rooms most captivating, and the *cuisine* left absolutely *rien ă désirer*. Special mention should also be made of its very complete bathing arrangements. This was the first hotel I had stayed at in Japan in which showers were provided, and to the travelling Australian this was no small boon after a soak in the hot mineral water. There are separate quarters assigned for bachelors if they wish, where conventional conditions are not *de rigueur*, and the loose, flowing kimono may be worn in all its delightful freedom, with a swarm of nut-brown maids to anticipate your smallest wish. It would be wise to secure rooms beforehand if you visit Miyanoshita in the summer, for all the world and its wife go there at that season to escape the heat. Seventy-five visitors were there at the period of my visit in early August.

In the afternoon of my arrival I strolled out to KIGA, a fifteen minutes' walk through attractive scenery, and made a call at a well-known and much-frequented tea-house, Sengoku-ya, but bearing the English legend, "The Gold Fish Tea House" over its gateway, from the fact of its possessing a large pond in which hundreds of gold and silver fish and carp have been swimming and feeding from the hands of its customers for years. They have become very tame, and rise without fear in large numbers to battle for the cakes supplied for a few sen by the establishment. The gardens, with rockeries and artificial waterfalls, make up a pretty picture. I wandered further on to the village of MIYAGINO, and enjoyed watching the villagers at their various occupations on the banks of the stream, returning in time for dinner at 7.30 p.m., where guests from all parts of the world were assembled, including a number of Americans from, or on their way to, Manila. Shanghai, Yokohama, and other parts were also well represented. The ladies, in their dinner *toilettes*, and the men, in dinner jackets, made a brave show. The hotel tariff is reasonable, from 4 to 5 yen per diem (8s. to 10s.). Music and dancing followed in the large, polished entrance-hall, and the impression conveyed was of a fashionable house-party in our own land.

Next day I devoted to visiting the hot springs at GŌRA in a 'rickisha, up a steep path in the mountain side, affording fine views of the valley beneath, and the villages we had passed through. The spring itself is on a plateau, protected by a heavy stone embankment, the bath-house being situated in the centre, and some six feet in shelving depth. The water was at about 70 deg. Fahr., and all are free to bathe, towels being obtainable for a small fee at the tea-house above, from which, by the way, a comprehensive view of the grand amphitheatre of mountains towering above you is obtained.

After enjoying a plunge, when I found the water very soft and pleasant, and productive of a most invigorating sensation, I left on my return to the hotel, and having some time before dinner, went for a stroll along a deep gorge, a little below the hotel, to view a pretty fall and bridge spanning the Dōgashima River. I also penetrated a villa residence advantageously situated within view of the cascade, on the introduction of the Fuji-ya Hotel proprietor, and should have liked nothing better than to camp there for the remainder of my natural life. There are numbers of short walks of great interest and charm to be taken in the district, and time never drags. A bright, starlight night gave promise of fine weather for the excursion of the following day to Hakone lake, and sure enough a glorious morning greeted us. And I made an early start in a chair with four coolies in order to arrive before the clouds gathered around the summit of Fuji and spoiled its reflection in the lake. A gentleman from Lyons was also making the ascent on foot, but we agreed to keep together, and as he was provided with a camera, it made an occasional diversion on the way. He had no difficulty in keeping up with my chair, being an expert mountaineer, and our journey was most enjoyable. I would here recommend all amateur photographers to bring a plentiful supply of plates with them, for beautiful pictures are endless. At the same time I would draw artists' and photographers' attention to paragraph III. at the end of this description under the heading of "Important Notice to Passengers." We made our first halt at the village of ASHINOYU, 2,870 feet, where a thick sulphur stream of a pale yellow color traverses its length, and exudes such overpowering fumes that, to a sinner with any olfactory sense at all, must act as an incentive to mend his ways. The first view of the lake was obtained from our next resting-place, the Emperor's Palace, crowning a small peninsula near its shore. Half an hour later we arrived at the lake side and saw its unruffled surface unfold itself in tranquil beauty before us, the glorious snow-capped Fuji clearly defined to the right. After an *al fresco* lunch, supplied by our

TEA HOUSE, MIYANOSHITA.

thoughtful host, we chartered a sampan, and were rowed across to the opposite shore for the continuation of our excursion through a sulphur valley, Ōjigoku (Big Hell), back home. It took an hour to cross the lake, and we were soon in the sulphurous region, where I had to leave my chair and walk for about half an hour, carefully following the guide, as there are dangerous spots to avoid over outcropping sulphur deposits, in many cases actively burning, clouds of sulphurous smoke rising in all directions from the boiling liquid below and the atmosphere dense with the fumes.

WINTER COSTUME.

Vegetation had completely disappeared since we entered the valley, and the uncanny, weird desolation around was strongly mindful of "Dante's Inferno."

Leaving this pestiferous atmosphere far behind, and passing through Gōra, visited yesterday, we reached the hotel without further adventure. The following day being rainy, we got rid of it with billiards and indoor games, winding up with a very creditable concert at night, when a lady from Yokohama gave evidence of an excellent soprano. I retired early, and started at 6 a.m. on my

return journey, reaching Tōkyō about noon. In the afternoon I attended a garden party at Yokohama, given by the Governor and Municipality, to celebrate the date of the complete operation of the "Revised Treaties" with Foreign countries, which were all to take effect the next day (5th August, 1899). Over 3000 guests assembled in the public gardens, which were enclosed in gaily-striped stuffs for the occasion. Characteristic fencing bouts, geisha dancing, acrobatic performances and other side shows enlivened the proceedings. All Yokohama was *en fête*, and the long lines of streets were decked from end to end with banners, lanterns, greenery, and every other possible evidence of general rejoicing. Great triumphal arches gave access to the gardens, and business was suspended throughout the city. The day ended with a sumptuous dinner at night, at which some 200 representative guests, including a ministerial party, sat down, and I have never seen a better banquet than was served, in any part of the world. The next day Tōkyō celebrated the important date by *á soirée dansante*, given by Baron Osaki, at the Imperial Hotel, this function being distinguished by the presence of Royalty, the Foreign Ministers, Consular bodies, and Legations, and was a very brilliant gathering. The approaches to the hotel were magnificently illuminated with lanterns hung in long festoons from tall electric arc-lights, and a splendid pyrotechnic display was given at intervals. A very clever juggler and conjurer provided amusement in the grounds; and, notwithstanding the sultry evening, dancing was kept up in the magnificent dining hall of the hotel to an early hour, and a memorable entertainment came to an end.

The remainder of my stay in Japan being very short, as I was to leave Yokohama on the 10th per "*Kasuga Maru*" on my return to Sydney, I employed it in making my preparations and final adieux to the many friends I had made in this Land of the Rising Sun. On the eve of my departure a farewell party was given in my honor by the President of the Nippon Yusen Kaisha, and attended by the many heads of departments of that huge organisation, at a famous Tōkyō tea house of vast proportions, overlooking the river. The repast was Japanesque, and served in their picturesque style by a host of daintily-attired maids, who allowed you to want for nothing, and, flitted about in a bewildering blaze of many-colored silks, now with a cup of saké, anon gliding to your side with an open fan, gracefully waving it for your benefit as you ate. Saké drinking at these gatherings partakes of the nature of a ceremony, and, if strictly followed, means the disappearance of a considerable quantity of this pleasant liquor, which is taken slightly warmed, and tastes a little like sherry.

Tōnosawa, Hakone.

The *modus operandi* consists in the host coming forward to his principal guest, and, with a low bow, extending his hand for the latter's saké cup, who, before offering it, laves it in one of the many vessels, filled with water, standing on the many mats before the guests around the room. The little maid in attendance then fills it from her porcelain saké bottle, when the host pledges him, and, after a little conversation, and another libation from his cup, which he has brought with him, resumes his seat. All the other *invités* follow his example, and, as there were some forty present on this occasion, the quantity I drank during the first part of the ceremonial may be imagined. It does not end here, however, for the honored one must return the visits thus paid, repeating the operation described all round, and, by the time it comes to an end, the taste of saké has become indelibly impressed upon his palate, though, in justice, it must be added that the cups contain only a thimbleful, and, provided you don't mix it with other liquor on your return home, leaves no headache in the morning. On the guests departing, one of the charming customs of the many in this delightfully surprising country consists in presenting all of them with a box of delicious bonbons as a souvenir. During the evening we were treated to some graceful geisha dancing, and, from the balcony overlooking the river, were amused with a sort of shadow panorama, exhibited from a boat moored just beneath our banqueting hall.

The morning of the 10th arrived at last, and I had to bid a sad farewell to all my kindly and generous hosts from the deck of the good ship "*Kasuga*," shortly after steaming out of the port of Yokohama for my four weeks' journey back to practical, prosaic Australia. The return voyage was a repetition of the one to Japan reversed, except that, besides calling at Kōbe and Nagasaki, we stopped for twenty-four hours at Moji, between those two places, to fill our bunkers with Japanese coal. The "*Kasuga Maru*" is an exact replica of the "*Futami*," which is tantamount to saying she is a splendid steamer. Her commander, Captain E. W. Haswell, is one of the oldest captains in the service, and a most deservedly popular man, his officers seconding him in his efforts to secure the comfort of his passengers.

I cannot better conclude this very imperfect account of my trip to Japan than by referring to an incident which occurred shortly after our arrival in Sydney, in which the "*Kasuga's*" crew shone out resplendently in assisting to save a number of young lives, which would undoubtedly have otherwise been sacrificed, through a platform, provided for the landing of a Sunday School picnic party on their return from a day's outing, giving way and precipitating

a number of the children into the harbor just astern of the "*Kasuga*," when, in answer to the chief officer's (Mr Greene) call, all the members of his crew, besides several firemen within hearing, came rushing aft, and, without waiting for further instructions, seeing the calamity which had occurred, instinctively and spontaneously leapt over the after rail into the water beneath, intent on saving as many of the unfortunate young victims as they could. For this act of gallantry they were afterwards rewarded by the Government of New South Wales with a monetary donation, followed shortly after by another from the parents, whose little ones

PROMENADE DECK OF THE N.Y.K S.S. "KASUGA MARU."

Chief Officer. Chief Engineer.
Assistant Purser. Doctor. Commander.
Purser. W. le Couteur.
Some of the Rescuers. Boatswain.

they had rescued from an impending terrible fate. The Premier of the colony, the Hon. W. J. Lyne, on its behalf, also addressed this letter to the captain: –

"Premier's Office, Sydney, N.S.W.,
"25th September, 1899.

"Dear Sir,—

"In connection with the accident on Saturday evening, I desire, on behalf of the people of New South Wales, to express the thanks of the whole community to you and you

officers and crew for the help rendered to the children in the unfortunate and terrible calamity. Only the great promptitude and bravery prevented the mishap from resulting in an appalling loss of life, and there is no doubt that the credit of reducing the casualties to two valuable lives is largely due to the efforts of the officers and crew of the '*Kasuga Maru*.' Again thanking you, believe me, dear Sir, yours very truly,

"WM. JNO. LYNE,
"Premier.

"E. WILSON HASWELL, ESQ.,
"Commander S.S. '*Kasuga Maru*,' Circular Quay."

Thus ended my experiences and a never-to-be-forgotten journey, brimful of unique interest and startling surprises, which I trust I may some day repeat.

SAYŎNARA.

Particulars of the Company's Services.

EUROPEAN LINE.

The Company have a regular fortnightly service between Yokohama, London, and Antwerp, calling on the way at Kōbe, Shimonoseki (occasionally), Hongkong, Singapore, Penang, Colombo, Port Said, and Marseilles on the outward voyage to Europe, taking through cargo to various ports on the Continent of Europe, whilst on the voyage homeward to Japan the ports of Marseilles and Penang are omitted. The voyage homeward from London to Japan takes only 45 days, and can be made to connect, either at Hongkong or Kōbe, with the principal ports of China, Corea, Australia, &c. The special feature of the Line is the direct service between the Orient and the Occident without change of steamers at any intermediate port.

Twelve New Twin Screw Steamers, *Bingo Maru*, *Hakata Maru*, *Hitachi Maru*, *Inaba Maru*, *Kamakura Maru*, *Kanagawa Maru*, *Kawachi Maru*, *Sado Maru*, *Sanuki Maru*, *Shinano Maru*, *Tamba Maru*, and *Wakasa Maru*, of over 6000 tons each, are employed on the Line. They were specially designed for the Service, are lighted throughout by electricity, and fitted with the latest modern improvements for safety and comfort. The first-class cabins, situated on the promenade deck amidships, are spacious and well ventilated. The second-class cabins are also large and well fitted, and will bear comparison with the first-class cabins of ordinary steamers. The Dining Saloons are on the main deck. A well-qualified surgeon on board each steamer attends *gratis* to passengers requiring his services, and washermen are available at moderate charges.

BOMBAY LINE.

The Company's Service on this route is maintained between Yokohama and Bombay with three fast steamers of over 3000 and 4000 tons, which have excellent accommodation for a limited number of cabin passengers. They call *en route* at Kōbe, *Shimonoseki* (outward only), Hongkong, Singapore and Colombo. *On the voyage* homeward, Tuticorin is sometimes called at, and *Shimonoseki* and Colombo are generally omitted.

AUSTRALIAN LINE.

Regular monthly communication is established between Yokohama and Melbourne *via* Kōbe, Shimonoseki (outward only), Nagasaki, Hongkong, Manila, Thursday Island, Townsville, Brisbane and Sydney.

The three sister ships *Kasuga Maru*, *Futami Maru*, and *Yawata Maru*, of about 3800 tons each, only lately built on the Clyde, are now employed on the Line. These are altogether unrivalled on the route as passenger boats, being supplied with every improvement that the art of shipbuilding has developed. Well-qualified surgeons, stewards and stewardesses are carried by these steamers, and their gratuitous services are always at passengers' command. Through tickets and through bills of lading are issued to Adelaide and the principal ports of New Zealand and New Caledonia.

AMERICAN LINE.

The Company maintain a regular four-weekly service to Canada and the United States of America. Its termini are Hongkong and Seattle, and it touches at Kōbe, Yokohama and Victoria, connecting at Seattle with the Great Northern Railway.

The latter railway, passing through the valley of the Columbia River and the Rockies, offers scenic attraction of a most exceptional character. The rail equipment is of the highest quality, being far superior to that of other Pacific Lines, and there is the further convenience of a handsomely-equipped Buffet Library car, which in itself is a great comfort and convenience to tourists.

Through tickets and through bills of lading between Yokohama, Kōbe, Hongkong, Shanghai, Vladivostock and other principal ports of Japan, China, Corea, Straits Settlement, Java, the Philippine Islands and places in America and Europe, are issued by both Companies on application.

The maritime communication is maintained by three steamers of between 4000 and 5000 tons gross, provided with accommodation fully up to the highest modern standard.

SHANGHAI LINE.

The *Saikio Maru* (2913 tons), *Kobe Maru* (2901 tons) and *Yamashiro Maru* (2528 tons), which ply on this line, are known to all that have travelled by them as the most excellent and comfortable passenger boats in the Far East.

The steamers leave Yokohama every Wednesday at noon and arrive at Shanghai the following Wednesday, calling on the way at Kōbe, Shimonoseki and Nagasaki. On the homeward voyage, they leave Shanghai on Saturday morning and arrive at Yokohama on the following Friday afternoon, *via* the above-mentioned intermediate ports.

The world-renowned *Inland Sea* (Seto-uchi) is traversed during the day-time, expressly for the convenience of passengers, in order that they may have an opportunity of viewing the lovely and varied scenery presented by this landlocked sea from entry to exit.

In summer months, the Company issues Excursion Tickets between Shanghai and Nagasaki at a greatly reduced rate for first-class return passengers.

HONGKONG-VLADIVOSTOCK LINE.

This Line is, in summer months, one of the routes most patronised by foreign residents in the Far East as well as by tourists, for it affords an opportunity of visiting many interesting ports in Japan, China and Corea, the steamers calling at Swatow, Amoy, Shanghai, Chefoo, Jinsen (Chemulpo) and Nagasaki, on the outward voyage from Hongkong to Vladivostock, and on the homeward voyage from Vladivostock, at Gensan, Fusan, Nagasaki, Chefoo, Shanghai, Foochow, Amoy and Swatow back to the starting point, Hongkong, taking about 50 days for the round trip.

The steamers will also call at Weihaiwei on both outward and homeward voyages.

During the depth of winter, when the frozen harbor of Vladivostock makes navigation thither impracticable, the service to that port is suspended.

KŌBE-VLADIVOSTOCK LINE.

The line conducted with two passenger boats, and running regularly between Kōbe and Vladivostock *via* Shimonoseki, Nagasaki, Fusan and Gensan, traversing the picturesque and smooth waters of the Inland Sea on both the outward and homeward voyages, is especially patronised by the residents of Vladivostock, who thus exchange the severe winter of that place for the mild and healthy climate of Nagasaki.

KŌBE-NEWCHWANG LINE.

Newchwang, the principal port of the Liaotung Peninsula, *was occupied* by the Japanese army in the Japan-China War of

1894-95. It is the terminal port on this line, which is served by the Company's s.s. *Higo Maru* (1,405 tons) at regular intervals of four weeks. Every arrangement is made for the comfort of passengers.

The steamer calls *en route* at Shimonoseki, Nagasaki, Tsushima, Fusan, Jinsen (Chemulpo), Mokpo, Chefoo and Taku (outward only), the last being the outport for Tientsin.

In midwinter, Chefoo becomes the terminus, and trips are made once a month.

KŌBE-TEINTSIN LINE.

The s.s. *Genkai Maru* (1,409 tons), which was expressly built for this traffic, affords excellent accommodation for passengers. It runs regularly between Kōbe and Tientsin or Tongku every four weeks, calling at Shimonoseki, Nagasaki, Fusan, Jinsen, Mokpo and Chefoo *en route*. This voyage is practically identical with that taken by s.s. *Higo Maru*, the terminal port only being different. Hence passengers by one line may enjoy the facility of returning by the other, thus having an opportunity to "stop over" at any of the ports of call.

In midwinter the river at Tientsin becomes frozen, and communication is limited to the Kōbe-Jinsen service once a month.

KŌBE-CHINNAMPO LINE.

The commercial importance of the Hermit Country, Corea, as well as the political, being more and more recognised, the Company has established a regular three-weekly line between Kōbe and Chinnampo (Corea), under mail contract with the Imperial Japanese Government. The service was started on the 26th March, 1899, with a steamer between the above-mentioned ports, calling on the way at Shimonoseki, Fusan and Jinsen.

KŌBE-OTARU LINES.

The Main Island of Japan is completely encircled by these lines. Starting from Kōbe in opposite directions; one line goes eastward *via* Yokohama, and is termed the Eastern Route; the other, going westward through the Inland Sea, is called the Western Route, the particulars of which are as follow:—

THE EASTERN ROUTE.

Half a dozen to a dozen large steamers, differing in number *according to the* seasons of the year, run between Kōbe and

Otaru thrice a week *via* Yokohama, Oginohama (whence th renowned Matsushima, or the "Myriad Pine Islands" accessible) and Hakodate.

THE WESTERN ROUTE.

This route is served by half a dozen steamers of goo carrying capacity. Starting from Kōbe, the vessels pass throug the famous Inland Sea, call *en route* at Ōnomichi, Shimonosek Sakai, Tsuruga, Fushiki and Hakodate, and proceed to Otar In addition to the above places, Naoyetsu, Niigata, Sakata an Tsuchizaki, and sometimes Futami, Kamo, Honjo, Noshir Yesashi, &c., become places of call during the summer month and Sado Island and Funakawa are visited during the winter.

KŌBE-KEELUNG LINE.

A regular semi-monthly service is maintained between Kōbe and Keelung (Formosa) *via* Shimonoseki, under special contract with the Formosan Government. The steamship employed is the *Yokohama Maru* (2,305 tons), which leaves Kobe for Keelung on the 3rd and 18th of each month, and Keelung for Kōbe on the 10th and 25th, taking about 4 days for the single voyage.

The s.s. *Yokohama Maru* had the honor, on one occasion, of carrying His Majesty the Emperor. It has splendid accommodation for cabin passengers, and, moreover, the line is the direct route between the Main Island (Hondo) of Japan and Formosa, the territory acquired in the sequel of the recent war with China. The steamer is consequently a favorite boat.

YOKOHAMA-BONIN ISLANDS LINE.

The Company maintain a monthly service under the auspices of the Tōkyō Municipal Government, between Yokohama and the Bonin Islands *via* Hachijo-Jima and sometimes Miyake-Jima. At a certain season of the year, Torijima, Awo-Jima and Muko-Jima are called at.

AOMORI-MURORAN LINE.

Steamship communication between the Main Island of Japan and Hokkaido (Yezo) is maintained by the Company with three steamers, which leave each port daily, calling at Hakodate on the way.

At Aomori this route connects with the Nippon Railway *Company's* main line, and at Muroran with that of the Tanko *Railway* Company.

In addition to the services already enumerated, the Company maintain the following Lines throughout the whole year :—

Yokohama-Yokkaichi	Line.
Yokohama-Kōbe	Line.
Hakodate-Nemuro	Line.
Otaru-Soya	Line.
Nemuro-Kurile Islands	Line.

The last three lines are those by which the freight and passenger traffic of Hokaido is chiefly effected.

There are also frequent services between the coast ports of Japan.

IMPORTANT NOTICES TO PASSENGERS.

I. TO THOSE WRITING FOR INFORMATION.

Parties making enquiries, by either letter or telegram, for the purpose of purchasing tickets, are requested to bear in mind that there is a material difference between engaging a STATE-ROOM or CABIN and a BERTH. A first-class cabin of the Company's steamers generally contains two berths, and a second-class cabin, four, six, or, rarely, eight berths.

As it frequently happens that people ordering passages confound these terms, state-room or cabin and berth, it is requested that a distinct statement be made whether a berth or a whole state-room or cabin is required, and whether the accommodation is desired on the main deck, on the upper, or on the bridge, if any. It is also essential that mention should be made of the name of the steamer, place and date of embarkation, the destination, the number in party, giving names and sexes, and if not adults, their ages, together with an indication of those who are to occupy a state-room together.

The purchasers of round trip tickets will do well to arrange for their return passage, when they procure their tickets or upon arrival at their destination. They will thereby avoid being disturbed in the programme of their intended journey.

II. LETTERS AND TELEGRAMS ADDRESSED TO PASSENGERS ON BOARD THE COMPANY'S STEAMERS.

Letters or telegrams sent to overtake passengers at ports of call should be addressed to the care of the N.Y.K.'s managers or agents at the respective ports. To facilitate delivery on board the steamer, it is advisable to state in which class the passenger is travelling, and to write an address on the flap of the envelope, notifying the place to

which the letter may be returned or forwarded in case it misses the steamer. Whilst every care will be taken in dealing with passengers' letters, the Company will not be responsible for non-delivery, loss or delay.

III. CAUTION TO ARTISTS, PHOTOGRAPHERS, ETC.

In Japan, fortresses, naval dock yards, naval stations, &c., are generally forbidden to be sketched or photographed, and the persons detected infringing this rule are liable to be ARRESTED by the authorities; they are, therefore, advised to consult with a policeman or a gendarme previous to sketching or photographing a place they are unacquainted with, in order to avoid any unexpected trouble relating thereto.

CONDITIONS OF PASSAGE.

TICKETS are issued subject to the following conditions and regulations :—

SHIP'S REGULATIONS.—The Company will not be responsible for detention, loss or damage arising from tempest, shipwrecks, stranding, collision, unavoidable putting into port, change of route or of steamers, quarantine, jettison, fire, pillage, piracy, barratry, and any accident or damage of the sea whatever.

Passengers dangerously ill, or suffering from a contagious disease, or mentally deranged, cannot be admitted on board the steamer. In the event of either of such afflictions declaring itself in the course of the voyage, the person will be landed at the nearest port of call, and such detention will be at the passenger's own expense, who will, after convalescence, be entitled to resume his or her journey on one of the Company's steamers.

Passengers must comply with the regulations of connecting Railway and Steamship Companies, as well as with the Company's regulations, for general comfort and safety.

NON-CONNECTION.—The Company waive all responsibility in case of non-connection between the steamers of their different lines, undertaking in such cases to convey passengers to their destinations by the next steamer.

Passengers must bear the expense of their stay at the port of transhipment, and all other consequences arising from non-connection.

EXPENSES IN LANDING, EMBARKING, &C.—All the expenses *incurred in landing* and embarking, or transferring baggage from one *steamer to another*, are to be defrayed by the passengers themselves.

QUARANTINE expenses are to be borne by passengers.

SAILING DATES given in the time tables published by the Company are approximate, and subject to variation, but will as far as possible be adhered to.

APPLICATIONS FOR TICKETS to be made at Messrs. Burns, Philp and Company, Limited, 10 Bridge Street, Sydney, or to any of the Sub-Agents at the various ports throughout the colonies.

TICKETS are not transferable.

PASSENGERS BOOKING ON BOARD are charged 10 per cent. above the ordinary fare. [The accommodation of such passenger is guaranteed only as far as the next port of call.]

ENGAGEMENT OF BERTH.—A berth will not be considered engaged until half the passage money has been paid, the balance to be paid before embarkation.

OBJECTS OF ART.

It may be well to add here a word about the art products of Japan, which constitute objects of paramount attraction to so many visitors. The first point to be regarded as axiomatic is that what are known as "old curios" no longer exist in Japan, or, at any rate, exist in such small quantities as to be practically unprocurable. There are few greater delusions than those of the tourist who imagines that he can visit Japan, and pick up, here and there, at remote places or in generally overlooked *bric-a-brac* stores, fine and cheap specimens of lacquers, of porcelain and pottery, of metal work, of pictures, of ivories, of textile fabrics, of enamels or of chromoxylographs. The time is irrevocably past when any fortunate finds of that nature were possible. The store of attractive masterpieces that Japan once possessed has been reduced to insignificant proportions by continuous exports abroad; the comparatively small number that remain are jealously treasured by Japanese collectors, who have thoroughly awoke from the mood of indifference that overtook them during the first two decades of the Meiji era; and every part of the country is now perpetually and diligently ransacked by Japanese experts and dealers who know that a sure market offers for every *chef-d'œuvre* they can obtain. The casual foreign traveller has no chance among such conditions. But if genuine specimens of old workmanship do not offer themselves, there is always an abundant supply of imitations. They owe their existence to the singular phantasy common to so many collectors, namely, that to be good, an object of art must be old, and that to be old, it must show marks of age. The antiquarian or the student of a nation's art history may have reasons for determining the age of a specimen, but for the intelligent virtuoso who seeks, above all things, technical and artistic beauty, the question of age centres upon one point alone, namely, that particular classes of objects reached their zeniths of excellence in particular periods,

and that, consequently a presumptive *cachet* of superiority belongs in each case to works of a special era. For the rest, age or youth is quite immaterial. Discolorations and flaws suggesting the passage of years or the results of use, are not in themselves recommendations, and should not enhance the value of an art object in the eyes of rational persons. Yet there are numerous collectors who look for such disfigurements, and the Japanese manufacturer is not slow to cater to their strange taste.

Many of the so-called "old curios" produced in obedience to this demand are sent to Nikkō, Nara or other places of antique renown, and are there offered to the traveller as treasures which have just emerged from some temple's store of heirlooms. It is well to remember that the wares stocking the shops or furnishing the packs of pedlars in such places have been procured from Tōkyō, Ōska, Kyōto or some other great centre of production, and that to buy them at Nikkō or Nara is simply to pay so much extra for their porterage thither, and to be saddled with the needless trouble of carrying them back again. Unless the tourist has special expert knowledge, he will be well advised if he confines himself strictly to modern works. It is a complete misconception to suppose that the Japanese artist and art-artisan of the present era are inferior to their predecessors of fifty or a hundred years ago. In many respects the advantage is with the men of to-day, and by being content with beautiful objects of art workmanship they produce, the foreign collector will cease to be deceived himself and to offer to others a premium for practising deception.

A SHORT COMPENDIUM OF USEFUL JAPANESE SENTENCES.

Good Morning	O hayō
Good Evening	Kombau wa
Good-bye	Sayōnara
Thank You	Arigatō
Do you understand ?	Wakarimashīta ka ?
I understand	Wakarimashīta
Come in	O hairi nasai
That is plenty	Mō takūsan
Where is it ?	Doko desū ka ?
Go quickly	Hayaku ! Hayaku !
How much for one ?	Hītotsu ikura ?
I am very glad to see you ...	Yoku o ide nasaimashīta
How long will it take ?	Toki wa ?
How much will it cost ?	Kane wa ?
Which is the best Inn ?	Yado wa, nani-ya ga ?
Can you give us European food ? ...	Yō-shoku ga dekimasū ka ?
Hot water	O yu wo motte
Cold water	Mizu motte koi
Have you any beer ?	Büru wa arimasū ka ?
I want something to eat	Nani ka tabetai
Please post these letters	Kono yūbin wo dashīte
Please bring the bill	Dōka Kaiyō-gaki wo
Will you change this five yen note ?	Kono go yen satsu tori kaete ?
Please cool the beer	Büru wo hiyashite kudasai
How much is it ?	Ikura desū ?
That is too dear	Sore wa takai
Please send them to the hotel ...	Yado ye todokete kudasai
Is this a Buddhist, or a	Kore wa tera desu ka ?
Shintō temple ?	Yashiro desū ka ?
I want to see the dancing ...	Odori wo mitai
What is there to see here ? ...	Koko de miru mono wa nau desū ka ?
What is the fare ?	Chinsen wa ikura ?
Put me down (to 'rickisha coolie) ...	Orose

MY EXPENSES.

The total expenses of my trip, including passage money (first class) from Sydney to Yokohama and back, calling at Brisbane, Townsville, Thursday Island, Hongkong, Nagasaki and Kōbe, at all of which places I landed and visited the chief points of interest, employing sampans, jinrickishas, and paying small incidental fees, coolies, etc., luncheons and dinners at the best hotels *en route* (invariably sleeping on board for convenience), and also including wine accounts, both of the "*Futami Maru*" and "*Kasuga Maru*," the whole cost, from the day I left Sydney (May 6th) until I landed back at Circular Quay (September 13th), exclusive of private expenditure in curios, etc., while travelling in Japan, works out at 28s 6d per day. This result, which I submit, cannot be considered as extravagant, is capable of modification if the tourist travels second class (£20 less), and is fond of walking or climbing. My time being limited, having so much to embrace within it, in visiting many places that would not appeal to the purely pleasure seeker, would not allow of this exercise, and, therefore, a substantial reduction on the cost of the trip, in the items of passage money, sedan chairs, palanquins, jinrickishas, etc, could be effected. Taken *en bloc*, I think a trip to Japan by the N.Y.K. line is as cheap and delightful an excursion as can be undertaken, abounding as it does in experiences of the most vivid interest peculiar to this land alone, where the old saw of there being "nothing new under the sun" does not apply.

FARES ON AUSTRALIAN LINE.

	Adelaide.	Melbourne.	Sydney.	Brisbane.	Townsville.	Thursday Island.	Manila and Hongkong.	Yokohama.
1st Class	£2 10 0							
2nd Class	1 10 0							
Intermediate	0 15 0							
3rd Class	0 10 0							
1st Class		£4 0 0	2 10 0					
2nd Class		3 0 0	1 10 0					
Intermediate		1 10 0	0 15 0					
3rd Class		1 0 0	0 10 0					
1st Class		£7 0 0	4 10 0	3 0 0				
2nd Class		5 0 0	3 10 0	2 0 0				
Intermediate		2 0 0	1 10 0	0 15 0				
3rd Class		1 10 0	1 0 0	0 10 0				
1st Class		£11 0 0	9 0 0	8 0 0	6 0 0			
2nd Class		8 0 0	7 0 0	6 0 0	4 10 0			
Intermediate		4 10 0	3 10 0	3 0 0	2 0 0			
3rd Class		3 0 0	2 10 0	2 10 0	1 10 0			
1st Class		£16 0 0	14 0 0	13 0 0	11 0 0	8 0 0		
2nd Class		14 0 0	12 0 0	11 0 0	9 0 0	6 10 0		
Intermediate		7 10 0	6 10 0	5 10 0	4 10 0	3 10 0		
3rd Class		5 0 0	4 10 0	4 0 0	3 10 0	2 0 0		
1st Class		£36 0 0	34 0 0	33 0 0	30 0 0	28 0 0	20 0 0	
2nd Class		26 0 0	24 0 0	23 0 0	20 0 0	18 0 0	12 0 0	
Intermediate		13 10 0	12 10 0	11 10 0	10 10 0	9 10 0	7 10 0	
3rd Class		10 0 0	9 0 0	8 0 0	7 0 0	6 0 0	5 0 0	
1st Class		£40 10 0	38 10 0	37 10 0	34 10 0	32 10 0	24 0 0	
2nd Class		29 10 0	27 10 0	26 10 0	23 10 0	21 10 0	15 10 0	
Intermediate		15 0 0	14 0 0	13 0 0	12 0 0	10 10 0	8 10 0	
3rd Class		11 0 0	10 0 0	9 0 0	8 0 0	7 0 0	6 0 0	

Return Tickets—Between Australia and Japan, available for 6 months, 20 % less on Return Fare.

Children—Under 3 years, free; for two Children under 3 years, ¼ fare for one. Under 5 years, ¼ fare. Under 12 years, ½ fare.

Special Reduction—Missionaries and their families .. .. 10 % reduction.
Persons in Diplomatic Service .. .. 15 % ,,
Family equal to 4 adults' fares .. .. 10 % ,,
,, ,, ,, 6 ,, ,, ... 15 % ,,

Tickets issued to all parts of the East, Europe and America at specially reduced through rates.

For particulars apply to Messrs. Burns, Philp & Co., Managing Agents, Sydney, or sub-agents at the various ports in the Colonies.

TABLE OF DISTANCES (in miles)

BY THE STEAMERS OF THE

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

Adelaide.											
510	Melbourne.										
1080	570	Sydney.									
1590	1080	510	Brisbane.								
2200	1690	1120	610	Townsville.							
2860	2350	1780	1270	660	Thursday Island.						
5060	4550	3980	3470	2860	2200	Manila.					
5690	5180	4610	4100	3490	2830	630	Hongkong.				
6760	6250	5680	5170	4560	3900	1700	1070	Nagasaki.			
6908	6398	5828	5318	4708	4048	1848	1218	148	Shimonoseki.		
7148	6638	6068	5558	4948	4288	2088	1458	388	240	Kōbe.	
7498	6988	6418	5908	5298	4638	2438	1808	738	590	350	Yokohama.

FLEET OF THE NIPPON YUSEN KAISHA.

Nos.	Steamers.	Signal Letters.	Telegraphic Code Word.	Gross Tonnage.	Net Tonnage.
1	ASAGAO MARU	HGTF	Bushlness	2,461	1,526
2	BINGO MARU	HLVM	Billetamos	6,241	3,870
3	CHITOSE MARU	HBFQ	Buggy	460	329
4	FUSHIKI MARU	HGMF	Building	1,790	1,110
5	FUTAMI MARU	HTVR	Bimadre	3,841	2,381
6	GENKAI MARU	HJKD	Burstable	1,409	874
7	HAKATA MARU	HLBF	Billetar	6,151	3,814
8	HAKUAI MARU	HWDV	Bruckchen	2,629	1,419
9	HIGO MARU	HGKJ	Bullace	1,405	871
10	HIOGO MARU	HBFK	Bullcalf	1,423	882
11	HIROSHIMA MARU	HJGM	Buglehorn	3,283	2,035
12	HITACHI MARU	HNST	Biiletaras	6,172	3,827
13	HOKKAI MARU	HJDN	Bursten	705	437
14	IDZUMI MARU	HJVN	Buttress	3,236	2,307
15	IKAI MARU	HKFG	Billcare	3,076	1,907
16	INABA MARU	HLFV	Billetaria	6,192	3,839
17	ISE MARU	HFMP	Bulletin	1,244	772
18	JINSEN MARU	HKDW	Bustling	2,312	1,433
19	KAGOSHIMA MARU	HKBR	Bilico	4,370	2,710
20	KAMAKURA MARU	HLDB	Billetaron	6,123	3,796
21	KANAGAWA MARU	HKWF	Billetase	6,151	3,813
22	KASUGA MARU	HQGJ	Bilustre	3,797	2,214
23	KAWACHI MARU	HLCR	Billetico	6,099	3,782
24	KINSHIU MARU	HKCB	Bilingue	3,967	2,459
25	KOBE MARU	HGRC	Bullirag	2,901	1,645
26	KOKURA MARU	HJVF	Busybody	2,567	1,591
27	KOSAI MARU		Bruckenbau	2,629	1,419
28	KUMAMOTO MARU	HDGK	Bullock	1,995	1,237
29	KWANKO MARU..	HDGJ	Bulltrout	346	215
30	MATSUYAMA MARU	HJWL	Buxomness	3,160	1,959
31	MIIKE MARU	HGPJ	Bumboat	3,323	2,060
32	MIKAWA MARU	HJMB	Bushelage	1,940	1,203
33	MUTSU MARU	HFVJ	Bunch	911	565
34	NAGATO MARU	HGBQ	Buncombe	1,854	1,149
35	OMI MARU	HFRV	Bungle	2,473	1,533
36	OTARU MARU	HJVD	Butler	2,502	1,551
37	OWARI MARU	HFNR	Bunnian	1,058	656
38	RIOJUN MARU	HKCR	Bilione	4,794	2,972
39	SADO MARU..	HPKL	Biligen	6,219	3,856
40	SAGAMI MARU	HFRS	Buoyance	1,885	1,169
41	SEIKIO MARU	HGQF	Buoyantly	2,913	1,653
42	SAKATA MARU	HGMN	Burbolt	1,954	1,369
43	SAKURA MARU	HJVM	Butment	2,953	1,831
44	SANUKI MARU	HLDR	Biligkeit	6,117	3,793
45	SATSUMA MARU..	HFSN	Bulbous	1,866	1,157
46	SEIRIO MARU	HBGD	Burdener	620	454
47	SENDAI MARU	HGWD	Burdensome	1,717	1,064
48	SHINAGAWA MARU	HBFD	Bureau	1,338	1,001
49	SUMINOYE MARU	HDGL	Burgamot	1,398	867
50	*SURUGA MARU*	HFQL	Burgeon	721	447
51	*TAGONOURA MARU*	HBFN	Burgess	746	54
52	*TAIREN MARU*	HKFC	Biliorsa	2,897	1,7
53	*TAMBA MARU*	HLPQ	Billonnage	6,102	3,

FLEET OF THE NIPPON YUSEN KAISHA (continued).

Nos.	Steamers.	Signal Letters.	Telegraphic Code Word.	Gross Tonnage.	Net Tonnage.
54	TENSHIN MARU	HKST	Billar	2,910	1,676
55	TOKAI MARU	HBFC	Burgrave	1,117	692
56	TOKIO MARU	HGBV	Bulged	2,194	1,360
57	TOSA MARU..	HKCQ	Buttermilk	5,794	3,592
58	TOTOMI MARU	HFMW	Burial	1,947	1,396
59	TSURUGA MARU..	HBFJ	Burlesque	1,006	743
60	WAKANURA MARU	HJQK	Burlette	2,510	1,556
61	WAKASA MARU	HLCW	Biltre	6,266	3,885
62	YAMAGUCHI MARU	HKBL	Billetaba	3,287	2,038
63	YAMASHIRO MARU	HFRP	Burliness	2,528	1,568
64	YAWATA MARU	HVGN	Bimane	3,813	2,364
65	YECHIG MARU	HFLG	Burly	1,149	712
66	YEIJI MARU..	HKFB	Billetais	2,480	1,538
67	YOKOHAMA MARU	HFQB	Bugler	2,305	1,429
68	AWA MARU (Building) ..			6,000	
69	SHINAN MARU (Building)			6,000	

AVERAGE PASSAGE FROM AUSTRALIA TO JAPAN

BY THE

NIPPON YUSEN KAISHA STEAMERS.

Adelaide to Melbourne ...	...	2 days
Melbourne to Sydney ..	...	2 „
Sydney to Brisbane ...	...	2 „
Brisbane to Townsville ...		2½ „
Townsville to Thursday Island	...	2½ to 3½ days
Thursday Island to Hongkong	...	9 „ 9½ „
Hongkong to Nagasaki ...	...	3½ „ 4 „
Nagasaki to Kōbe ...	...	28 „ 30 hours
Kōbe to Yokohama ...	...	26 „ 32 „

NOTE.—On return trip to Australia, steamers call at MOJI, between Kōbe and Nagasaki, a run of about 19 hours, to coal, remaining there about 24 hours, which may be agreeably disposed of in visiting Shimonoseki and Moji, which, though situated on opposite sides of the strait—a mile wide, are practically but one port, Moji being the anchorage on account of its coal pits in the vicinity, also because of the strong tides sweeping past Shimonoseki. Launches ply at frequent intervals across the strait. There is a public garden at Moj worth a visit for the views obtained from it, and the single street of Shimonoseki, some two miles long, w get rid of a few hours examining its shops, etc.

WAY MAP
139°
140°
142°
HAKODATE
MUTSU
UGO
MORIOKA
RIKUCHU
RIKUZEN
SADO
UZEN
YAMAGATA
IWASHIRO
IWAKI
HITACHI
GOTO
TŌKIO
ŌME
TACHIKAWA
KAMADO
ŌMIYA
AKABANE
TABATA
SHINAGAWA
HONJŌ
YOKOHAMA

A

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No. 1 YURAKUCHO ITCHOME, KOJIMACHI-KU,

. TŌKYŌ. .

Branch Offices throughout Japan and the East.

Agencies in Australasia.

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KŌBE (Yusen)	do	do	T. Yatsui R. Inonye, Asst. B. Ogura, Act. A.	do do do
YOKOHAMA (Yusen)	do	do	T. Hayashi I. Wada, Act. As.	do do

History of the Nippon Yusen Kaisha.

Japan being an island empire, her communications with foreign countries are entirely maritime. The art of navigation has, therefore, been practised by the people since remote ages. Early annals recognize the fact by asserting that even in prehistoric epochs ships of various nations traversed the neighboring seas. Japanese junks certainly visited Corea before the use of written characters had become known, and it is claimed that the Empress Jingo sent an invading force to that country during the second half of the third century, an incident which may have been distorted by tradition. It certainly goes to indicate, however, that intercourse between Japan and the neighboring peninsula existed before the people of these islands possessed means of compiling historical records. When the Empress Suiko, thirty-third sovereign of Japan's Imperial line, occupied the throne, ambassadors were sent to China to study her laws and civilization. That was in the sixth century. Thenceforth, frequent interchanges of courtesy took place between the two empires, until the troubled state of China's affairs rendered it dangerous and difficult for Japanese envoys to reach her court. The Mongol conquerors of the Middle Kingdom sought to re-establish this ambassadorial custom, regarding it as an acknowledgment of China's suzerainty on Japan's part. But Japan, understanding the interpretation which her neighbors put upon all friendly approaches from foreign states, declined to receive the overtures of the great Khan, and her refusal, expressed twice in the most uncompromising manner, led to an invasion of her coasts by a large force of Mongols, Tartars, Chinese and Coreans. The northern and western shores of Kiushiu became the scene of a sanguinary combat between the invading hordes and a comparatively small force collected by the Japanese to repel them. Interesting differences between the military tactics of the continental and insular soldiers were illustrated by the combat, and it appears from the pictorial annals of the time (1273 A.D.) that the craft available by the Japanese were of insignificant size compared with the big war junks of the Mongols. Nevertheless these little boats were handled with such dash and vigor, and the offensive capacities of the individual Japanese *Samurai*, armed with spear and glaiv

proved so superior to the somewhat clumsy resistance of the Chinese, who knew how to fight in phalanx only, that the invading fleet was harassed to a state of helplessness, and held so long at bay in the open sea that tempests finally wrought its destruction. That experience bore valuable fruits, for it was the means of giving a great impulse to maritime enterprise. In all their campaigns, so far back as we can trace them intelligently, the Japanese have always evinced a perception of the strategical axiom that a sound defence must be capable of offence also. They learned from the Mongol invasion that if armies could be launched against their shores from over-sea, they must be prepared, on their own side, to push their first line of defence across the ocean, and from that time we find them building sea-going junks which carried the country's commerce not only to Corea and China, but also to Annam, Siam, Luzon and even Malacca, and which, by and by, played the rôle of corsairs also, ravaging the coasts of the Middle Kingdom as well as of Corea at will, and holding absolute command of the adjacent seas. Another incentive to maritime effort was supplied in the sixteenth century, when Portuguese and Spanish ships found their way to Japan, opening a new field of commerce and furnishing immensely improved models for ocean-going vessels. Geographical records of that era show that, not many years after the opening of intercourse with Occidental peoples, Japan was engaged in trade with no less than sixteen foreign states, and that, in all cases, she was able herself to undertake the duty of marine transport. A schooner built by her people, after a model furnished by William Adams,—an English seaman who was cast away on these shores and lived for many years under the patronage of the Tokugawa Regents,—made a voyage across the Pacific to a port in South America, and Date Masamune, feudal chief of Sendai, caused a vessel to be constructed for the purpose of opening direct trade with Spain. The latter project was never carried to completion. It was interrupted by events which left an indelible mark upon the national history, namely, a conflict between foreign religious propagandism and Japanese civil authority, and the consequent closure of the country. That chapter of events need not be re-written here. It has furnished a theme for much controversy, and its complexion will probably assume different hues to different eyes through all time. Its sequel only concerns us here, namely, the decision of the government that all over-sea travel of Japanese subjects must be absolutely arrested, and the consequent issue of decrees which so restricted the dimensions and regulated the form of Japanese

three years demonstrated the inexpediency of having two rival companies in the field, both receiving a measure of State aid, and in 1885, the two were amalgamated into the present *Nippon Yusen Kaisha*, or "Japan Mail S. S. Company." During the following nine years, the great bulk of the coastwise carrying trade was performed by the steamers of the Company, and regular services were also kept up between Kōbe and Vladivostock, Kōbe and Tientsin *via* Corean ports, and Yokohama and Shanghai. Moreover, in 1892, when the rapid development of the cotton-spinning industry in Japan lent importance to the question of procuring a supply of raw cotton, the Company established a line of steamers to ply between Japan and Bombay. Vessels flying the *Nippon Yusen Kaisha's* flag also made frequent voyages to Australia and Hawaii, carrying emigrants. Throughout this era, the Company received from the Treasury a yearly subsidy, in consideration of which it was pledged to maintain several special mail routes, to place its vessels at the disposal of the Government for transport purposes should occasion for such a step arise, and generally to carry mails between the ports to which its steamers plied.

In 1894, when war broke out between China and Japan, the latter had to despatch large bodies of troops to Corea, to Manchuria, to China proper and to Formosa. At one time, the armies of the empire beyond the sea aggregated a hundred and twenty thousand fighting men, together with a hundred thousand land-transport coolies. Such an effort severely taxed the shipping resources of the country. Nearly all the large steamers of the Nippon Yusen Kaisha had to be detached for public service, and it became necessary to purchase many others, not only for the purpose of augmenting the fleet of transports, but also in order to obviate any prolonged interruption of the regular marine carrying trade. Many of these newly-acquired steamers remained in the hands of the Nippon Yusen Kaisha. In fact, just as the Formosa expedition of 1873 greatly raised the Mitsu Bishi Company's status and increased its fleet, so the war of 1894-5 finally established the Nippon Yusen Kaisha's reputation for efficiency, and amply justified the trust hitherto reposed in it by the State. Throughout the space of nine months during the war, the company had no less than fifty steamers engaged in transport service requiring the constant navigation of dangerous and unfamiliar seas in the depth of winter. Most of these ships were officered and manned by Japanese, only a few foreigners who voluntered for the expedition being employed. Yet, from first to last only one serious accident connected with navigation happened to any of the ships. There could no longer be any

doubt that the disability under which the nation labored at the commencement of the Meiji era had been removed, and that the Japanese were now thoroughly competent to navigate and manage sea-going steamers.

The successful issue of the war naturally gave a marked impulse to maritime enterprise, and the Executive and Legislature, combining to foster that useful tendency, laws were passed granting special aid to navigation and ship-building. The Company, therefore, resolved to greatly extend its field of operations. It increased its capital to twenty-two million yen (£2,200,000), and determined to establish regular steamship

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President of the Nippon Yusen Kaisha
(Imperial Japanese Mail Steamship Company).

services to America, Europe and Australia. Orders were accordingly given for the construction of 12 Twin Screw Steamers of over 6,000 tons for the European Line, and 3 of 3,800 tons for the Australian Line. With such a capital and with a fleet of 70 steamers aggregating 200,000 tons gross, the majority of them new and provided with every resource for contributing to the comfort of passengers and every modern facility for the carrying trade, the Nippon Yusen Kaisha now

ranks among the greatest enterprises of the kind in the world. The regular services maintained by it, independently of its lines between all the principal ports in Japan, are with China, Asiatic Russia, the Straits Settlements, India, the Red and Mediterranean Seas, Europe, Canada, America and Australia. The Japanese Diet met in 1899 resolved to grant subsidies to the company's European and American Lines, and thus all foreign and Home Lines, with but a few exceptions, have been ordered to run under the mail contract of the Imperial Japanese Government. The Head Office is in Tōkyō, and Branch Offices and Agencies to the number of over seventy, particulars of which are given elsewhere, are situated at all the ports of call and other important points. The total number of the Company's employés is about 1,200 in addition to about 3,500 of crews, firemen, &c.

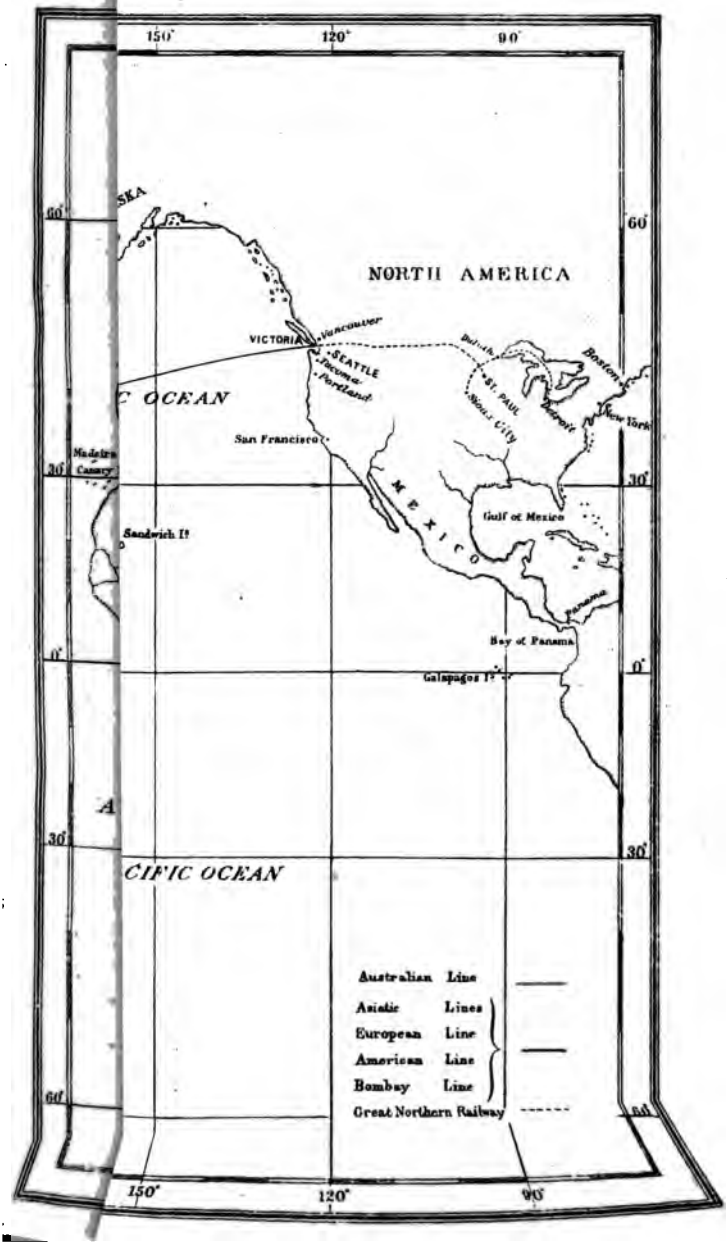
The first President of the Company nominated by the Government at the time of the Company's formation in 1885, was the late Baron M. Morioka. He held the office until 1894, and was succeeded by Mr. T. Yoshikawa, on whose death, in 1895, the present President, Mr. R. Kondo, was elected by his co-directors, and was re-elected in 1897, at the expiration of the fixed term of presidential service.

PUBLIC HOLIDAYS.

The Custom-House and other public offices observe the following holidays :—

Jan. 1, Jan. 3, Jan. 5	New Year Holidays (Shogwatsu).
Jan. 30	Anniversary of death of Komei Tenno, the late Emperor.
Feb. 11	Accession of Jimmu Tenno in 660 B.C., and Promulgation of Constitution in 1889 (Kigen-setsu).
Mar. 20	Spring Equinox (Shunki Korei-sai).
Apr. 3	Death of Jimmu Tenno.
Sept. 23	Autumn Equinox (Shuki Korei-sai).
Oct. 17	Harvest Thanksgivings to the Deities of Ise (Shinjo-sai, also called Kan-name Matsuri).
Nov. 3	Mikado's Birthday (Tencho-setsu).
Nov. 23	Second Harvest Festival (Shinjo-sai, or Nii-name Matsuri).

The foreign banks, besides observing Christmas, New Year, and some of the Japanese holidays, keep the Chinese New Year, the *German Emperor's* birthday on the 27th January, the Queen's birthday, and American and French national anniversaries.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NORTH AMERICA
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Vancouver
SEATTLE
Tacoma
Portland
Duluth
ST. PAUL
Sioux City
Detroit
Boston
New York
San Francisco
MEXICO
Gulf of Mexico
Panama
Bay of Panama
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CUSTOM HOUSE.

Strict examination of passenger's luggage is made at the Custom House, and the best way to avoid trouble and delay is to open up everything freely. All articles except ordinary personal effects are liable to duty.

GUIDES.

English speaking guides can be produced on application to the Welcome Society (*Kihin-kai*), an association to which reference has been made in descriptive matter, or from the Guides Association (*Kaiyu-Sha*) in Yokohama, which has branches in Kōbe and Kyōto ; or from the Couriers' Association in Kōbe. The simplest plan is to apply at one of the hotels, but tourists are strongly recommended to have recourse to the Welcome Society, which not only provides special facilities, but also exercises the greatest care in selecting guides of good character, thus securing the tourist against overcharges, of which he is too often the victim.

According to the rates at present (1899) advertised, the fee for a guide is 3 *yen* (6s) per diem for a party not exceeding two tourists, and 50 *sen* (1s) for each additional person. This includes the guide's hotel expenses, but does not include his travelling expenses.

It is hardly necessary to say that foreigners having no knowledge whatever of the Japanese language can scarcely dispense with the services of the guide if they desire to obtain information about the best places to visit, the most suitable times for visiting them, the stores, the hotels and so forth. Those knowing a little Japanese may dispense with a guide. In most of the important centres a restaurant in foreign style is usually found, but in the heart of the country Japanese food is alone procurable ; at the same time, fish, eggs and rice are always to be had, and one need never go hungry. At all the inns, wherever situated, the traveller may expect to find courtesy and helpful treatment.

CURRENCY.

Japan's currency system is gold monometallic, but in practice gold coins are little used, their place being taken by paper notes. The unit is called a *yen*. It is a small gold coin existing in theory rather than in practice, for its dimensions make it inconvenient to handle. If hard money is used, it takes the form of the 5 *yen*, the 10 *yen* or the 20 *yen* piece. The subsidiary coinage is entirely metallic, there being no bank-note of smaller denomination than a *yen*. The subsidiary coins are of silver, nickel and copper, and as the system is decimal, no difficulty presents itself in calculation. Thus the *yen* is divided into 100 *sen* and the *sen* into 10 *rin*. The coin of lowest denomination seen in general use is a copper 5 *rin* piece. The other copper coins are the 1 *sen* and the 2 *sen*. Then there is a 5 *sen* nickel coin, and there are silver coins of 10 *sen*, 20 *sen*, and 50 *sen*. For all practical purposes, it may be assumed that the Japanese *yen* is equivalent to one half of an American gold dollar, or to two shillings sterling. There is a fractional difference in favor of the yen, but it is

insignificant. Hence the American tourist has only to divide a given number of *yen* or *sen* by 2, and the quotient represents dollars (gold) or cents; and the British tourist multiplies the *yen* by 10 to obtain the equivalent of a sovereign, or, if he is content with a somewhat less accurate method of conversion, count 4 *sen* as a penny.

WEIGHTS AND MEASURES.

WEIGHTS.

10 *fun* make ..... 1 *momme*.....(3.76 grams. or { Avoir. 2.12 drams) Troy, 2.42 dwt).

1000 *momme* make... 1 *kwan* ..... (3.76 kilograms. or { Avoir. 8.23 lbs). Troy, 10.07 lbs).

1 *kwan* ..... 6½ *kin*.

1 *kin* ..... 160 *momme*...(6.01 hectograms, or { 1.31 lbs. avoir). 1.61 lbs. troy).

1 lb. avoir ... . 121 *momme*.
1 ounce .... 7.57 ,,
1 gramme .... 4.72 *fun*.

LONG MEASURE (*Kane-Jaku*)

10 *bu* make ..... 1 *sun* .....(0.30 decimetre or 1 19 inches).
10 *sun* ,, ... 1 *shaku* .....(3.03 ,, or 11.93 ,,).
10 *shaku* ,, ... 1 *jo*.. ... .(3.03 metre or 9 94 feet).
6 ,, ,, ... 1 *ken* .....(1.82 ,, or 1.99 yards).
60 *ken* ,, ... 1 *cho* .... (1.09 hectometre or 5.42 chains).
36 *cho* ,, ... 1 *ri*.....(3.93 kilometres or 2.44 miles)
1 metre..... 3.30 *shaku*.
1 foot..... .. 1.01 ,,
1 mile..... 14.75 *cho*.

CLOTH MEASURE (*Kujira-Jaku*).

10 *bu* make..... 1 *sun*.
10 *sun* ,, ... 1 *skaku*.
10 *shaku* ,, ... 1 *jo*.

In this measure, *bu* etc , are ¼ longer than that of Long Measure.

LAND MEASURE.

The unit is the *tsubo* (1 *ken* or 6 feet square), nearly equivalent to 3.31 square metres or 4 square yards. An acre is nearly equal to 1.210 *tsubo* or 4 *tan* 1 *se*.

30 *tsubo* make ..... 1 *se*.
10 *se* ,, ... 1 *tan* .. ..(or 0.25 acre approximately).
10 *tan* ,, ... 1 *cho* ... .(2 45 acres).
36 *cho* ,, ... 1 *ri*..... ... ..(15.42 sq. kilo or 5.96 sq. miles).

CAPACITY MEASURE

The unit is the *koku*.

10 *seki* make..... 1 *go*..... . (0.18 litre or { 1.27 gill liq.) 0.02 peck dry.)

10 *go* ,, ... 1 *sho* ..... (1.80 ,, or { 1.59 quart liq) 0.20 peck dry.)

10 *sho* ,, ... 1 *to* . .. . (18.04 ,, or { 3.97 gallons liq.) 1.99 pecks dry.)

10 *to* ,, ... 1 *koku* .....(180 39 , or { 39.70 gallons liq.), 4.96 bushels dry.)

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